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American Railroad Journal.

New York, Saturday, October 7, 1876.

How to Revive Railroad Building.—No. 2.

The JOURNAL persists in the declaration that a revival in railroad building, as a means of developing the resources of the country, is an indispensable preliminary to the restoration of commercial prosperity throughout the land. On every side we see the evidence of this truth. We are told that in the single State of New Hampshire there are two thousand deserted farms. Now this State is one of the "original thirteen." It was one of the earliest settled, and had reached a good degree of prosperity when a large portion of the great States of New York and Pennsylvania were yet in the hands of savages—a howling wilderness—and the Far West was an unknown land. There are no natural causes sufficient to explain the decay of New Hampshire. Her position, though well to the northward, is yet on a parallel with some of the most prosperous parts of Michigan, Wisconsin and Minnesota; and, under the

genial influence of the Gulf Stream, her climate is milder, her valleys are unsurpassed in fertility, and manufactures have been developed within her borders to a very liberal extent. Why, then, has she ceased to prosper? Why are her farms deserted? her villages delapidated? her cities slow of growth? Because, without natural means of inter-communication, her railroad system has not been developed, and a large portion of her people are, practically speaking, farther removed from the commercial centres, and from all that makes civilization attractive, than if living in the more remote of the Western States. This should not be. It need not be much longer, if a reasonable, just and enlightened policy in relation to the work of prosecuting internal improvements be adopted by the Government at Washington. New Hampshire, as one of the original thirteen States, has a direct and positive interest in and title to the public lands acquired by the General Government. She has seen these public lands appropriated in a manner calculated not only to check her natural growth, but to divert from her the population which she had. Therefore the cry goes up, that two thousand of her farms are deserted. And the inquiry is pressed, how shall she be rehabilitated? Now, her share as a small State in the proceeds of the sales of the public lands would be but a comparatively small sum; but in the course of ten years it would be a considerable aggregate; and every dollar so voted would be the basis of ten dollars in credit; and the two resources would give such an impetus to the building of lateral and local railroads in the "old Granite State" that she would enter upon a new era of prosperity. Her mountain streams teem with manufactures, her valleys blossom with verdure, and all her natural elements of greatness receive their full development. To promote these desirable ends—not only in New Hampshire but in all the older States—requires but the direction of the public mind and the law-making powers to some practicable means; and we hope to receive the aid of the press generally in the work.

A dispatch from St. Louis says that the United States Circuit Court has confirmed the recent sales of the Missouri Pacific and Atlantic

and Pacific Railroads which it is understood cuts off all claims of stockholders.

Meaning of the Term "Articles in Bulk."

The following Circular, defining the meaning of the term "Articles in Bulk," and designating Railroad and Bar Iron, under certain conditions, as entitled to the privilege of immediate transportation to an interior port without appraisement, has been issued by the Secretary of the Treasury:

TREASURY DEPARTMENT,

WASHINGTON, D. C., Sept. 26, 1876.

To COLLECTORS OF CUSTOMS AND OTHERS:
Questions having arisen at some of the principal ports relative to the meaning of the term "articles in bulk," as used in the twenty-ninth section of the act of July 14, 1870, and in section 2,390 of the Revised Statutes, relative to the entry of dutiable merchandise for immediate transportation to an interior port without appraisement, the following general rules are prescribed for the information and guidance of officers of the Customs:

First.—The commercial significance of the term "in bulk"—viz., that it has reference to such articles as are usually packed or stowed in the importing vessel in a loose state, as contradistinguished from "package goods" or those enclosed in boxes, barrels, bundles and the like—is, in view of the intent of the act referred to deemed by the department as necessarily qualified by the condition annexed to the privilege by the terms of the act itself—viz., that such an examination of the merchandise may be made as will satisfy the Customs officers that the same corresponds with the manifest and invoice.

Second.—While, therefore, the department holds generally that only such merchandise as is either enclosed in boxes, barrels or other outside covering, or wrappers duly marked and numbered, or put up in separate and distinct bundles or packages also duly marked and numbered in such a manner as to admit of satisfactory identification, is entitled to the privileges of the act, it nevertheless reserves the right to designate from time to time such particular articles commonly shipped in bulk as may, under suitable conditions, be deemed fairly within the scope and intent of the act.

Third.—In accordance with the views above expressed the department hereby designates railroad and bar iron, when the number of rails and bars is duly specified in the consular invoice and found on examination to be correct, as entitled to the privilege of immediate transportation as aforesaid; provided, however, that there shall not be any noticeable disparity in the size and weight of the respective rails or bars.

L. M. MORRILL, Secretary.

Centennial Awards to Exhibitors of Railway Appliances.

The following is a list of the exhibitors of railway appliances in group XVIII, to whom awards were made by the Centennial authorities on the evening of the 27th ult.:

1. Brooks Locomotive Works, Dunkirk, N. Y., Locomotive and Tender.
2. Porter, Bell & Co., Pittsburgh, Penn., Locomotive Engine.
3. Burnham, Parry, Williams & Co., Philadelphia, Penn., Locomotives.
4. Dickson Manufacturing Company, Scranton, Penn., Passenger and Mine Engines.
5. Philadelphia and Reading Railroad Company, Reading, Penn., Locomotives.
6. Rogers Locomotive and Machine Works, Paterson, N. J., Wood-burning Locomotives.
7. Danforth Locomotive and Machine Co., Paterson, N. J., Locomotive and Plantation Engine.
8. New York Central Railroad Company, New York, Postal Car.
9. Pennsylvania Railroad Company, Altoona, Penn., United States Postal Car.
10. Greamer & Co., New York City, Car Fittings, Trimmings, etc.
11. Baker, Smith & Co., New York, Railway Car Heater.
12. Post & Co., Cincinnati, Ohio, Car Fittings, Trimmings, etc.
13. Pullman Palace Car Company, Chicago, Illinois, Hotel, Parlor and Sleeping Car.
14. Jackson and Sharp Company, Wilmington, Del., Passenger, Boudoir and Library Cars.
15. Wason Manufacturing Company, Springfield, Mass., Passenger Car.
16. Westinghouse Air Brake Company, Pittsburgh, Penn., Westinghouse Automatic Air Brake.
17. Union Car Spring Company, Conn., Car Springs.
18. Hamilton Steel Wheel Company, Philadelphia, Penn., Chilled Car Wheels.
19. Davenport, Fairbairn & Co., Erie, Penn., Chilled Cast Iron Wheels.
20. Nichols, Pickering & Co., Philadelphia, Penn., Steel Springs.
21. McKee & Fuller, Catawissa, Penn., Rail-road and Mine Car Wheels.
22. Washburn Car Wheel Company, Hartford, Conn., Steel Tired Car Wheels.
23. Cayuta Wheel and Foundry Company, Waverly, N. Y., Chilled Wheels.
25. Barnum, Richardson & Co., Salisbury, Conn., Cast Chilled Car Wheels.
26. Baltimore Car Wheel Company, Baltimore, Md., Chilled Cast Iron Wheels and Tires.
27. Culmer Spring Company, Pittsburgh, Penn., Spiral Springs.
28. A. French & Co., Pittsburgh, Penn., Railway Elliptic Springs.
29. N. & A. Middleton & Co., Philadelphia, Penn., Godley's Improved Spiral Springs.
30. Ramapo Wheel and Foundry Company, Ramapo, N. Y., Chilled Cast Iron Wheels.
31. American Paper Car Wheel Company, Hudson, N. Y., Wheels of Compressed Paper.
32. A. Whitney & Sons, Philadelphia, Penn., Chilled Cast Iron Wheels.
33. Samuel Louis Harrison, San Francisco, Cal., Railroad Axle-independent Wheels.
34. Pennsylvania Steel Company, Philadelphia, Penn., Railway Switches.
35. Wm. Wharton, Jr., Philadelphia, Penn., Bessemer Steel Grooved Railway Curves, etc.
36. Wabash Railway Switch Co., Philadelphia, Penn., Safety Switch with Unbroken Track.
37. Pennsylvania Railroad Company, Altoona, Penn., Railroad Track.
38. John Stephenson Company, New York, Street Tramway Cars.
39. J. M. Jones & Co., West Troy, N. Y., Street Car for Two Horses.
40. J. G. Brill & Co., Philadelphia, Penn., Street Cars for Horses.
41. S. G. Reed, Boston, Mass., Apparatus for Heating Locomotive Tires.
42. Mason Locomotive Works, Taunton, Mass., Locomotive Engine.
43. Bruin Brothers, France, Rive de Gier, Wheels forged by Hydraulic Pressure.
44. Lucien Arbel, France, Rive de Gier, Forged Iron Wheels.
45. Carl Ekman, Sweden, Railway Wheels.
46. Sandhammar Works, Sweden, Sandhammar, Railway Wheels and Axles.
47. Fagersta Iron and Steel Works, Sweden, Axles and Springs.
48. A. de Mare, Ankartum Works, Sweden, Railway Crossing, Chilled Cast Iron.
49. Harold Apslund, Sweden, Locomotive Engines.
50. Glockner Brothers, Germany, Tschirndorf, Block for Car Brakes.
51. Saxby & Farmer, Great Britain, London, Holburn, Railway Signals, Switches, Crossings, etc.
52. Brierly, Sons & Reynolds, Gt. Britain, London, Hyde Park, Railway Signals, Switches, etc.
53. Aveling & Porter, Great Britain, England, Traction Engine.
54. Toronto Car Wheel Company, Canada, Car Wheels of Chilled Iron.
55. McDougall & Co., Montreal, Canada, Car Wheels of Chilled Iron.
56. J. B. Fonder, Belgium, Lock for Railway Carriages.
57. Valere Mabille, Belgium, Wrought Iron Buffers with Volute Springs, Couplings, etc.
58. Frederick Krupp, Germany, Essen, Wheels, Axles, Rails, Springs, Frogs, etc.
59. Camozzi & Schlosser, Germany, Frankfort, Self acting Instrument for Verifying the Gauge and Measuring the Relative Level of the Rails.
60. Paul Künzinger, Austria, Vienna, Self-acting Coupings, Brakes, and Buffers.
61. Emil Tilp, Austria, Vienna, Connection between Locomotive and Tender for Reducing Lateral Motion.
62. Aboekoff Steel Foundry, Russia, St. Petersburg, Railway Wheels, Tires, and Axles.
63. Roseau Railway Signal Company, New York, Electric Railway Signal.
64. Sankviken Iron Works, Sweden, Railway Wheels and Axles.
65. Societe Anonyme des Ateliers, Belgium, Louvain, Car Wheels.
66. Societe Anonyme des Laminaires, Hainaut, Wrought Iron Railway Wheels.

The Central Railroad of New Jersey Five Million Loan.

The Central Railroad Company of New Jersey, for the purpose of raising money, have made 5,000 bonds, bearing date the 1st of September, 1876, for \$1,000 each, payable to Samuel Knox or bearer, the principal of said bonds being payable at the office of the company, in the city of New York, on the 1st of September, 1886, and interest upon said bonds at the rate of 7 per cent, at the office of the company, semi-annually; and to enable them to negotiate the said bonds and to secure the repayment of moneys which shall be raised thereby, have mortgaged their road, lands, privileges, franchises and appurtenances, and other personal property, to Samuel Knox of Elizabeth, and John Kean of Union. The mortgage has been filed in all the counties through which the road runs in New Jersey, and conveys the main line of road from the Hudson river to the Delaware river, in the county of Warren, the Newark and New York Railroad to Newark, and the branch from Elizabeth to Perth Amboy; also, all the company's lands, right of way, bridges, wharves, piers, ferries, workshops, machinery, station offices, station grounds, engine houses, buildings, and improvements; also, 10,000 shares of the capital stock of the New York and Long Branch Railroad Company, at the par value of \$1,500,000;

132,000 shares of the capital stock of the Lehigh and Wilkesbarre Coal Company, at a par value of \$6,000,000; 2000 shares of the capital stock of the High Bridge Railroad Company of the State of New Jersey, at a par value of \$800,000; 2000 shares of the capital stock of the Longwood Valley Railway Company, at a par value of \$200,000; 30,000 shares of the capital stock of the American Dock and Improvement Company, at a par value of \$3,000,000, which is subject to an equitable lien of \$3,000,000; also ten ferry and other steamboats.

United States Currency.

The amount of United States currency outstanding on the 30th of September was as follows: old demand notes, \$66,782; legal tender notes, new issue, \$26,388,102; legal tender notes, series of 1869, \$217,674,753; legal tender notes, series of 1874, \$59,650,421; legal tender notes, series of 1875, \$64,831,464; one year notes, 1863, \$60,015; two year notes, 1863, \$18,550; two-year coupon notes, 1863, \$24,650; compound interest notes, \$323,240; fractional currency, first issue, \$4,294,740; fractional currency second issue, \$3,116,873; fractional currency, third issue, \$3,065,801; fractional currency fourth issue, first series, \$4,028,127; fractional currency, fourth issue, second series, \$1,080,081; fractional currency, fourth issue, third series, \$1,601,934; fractional currency, fifth issue, \$12,696,356; total, \$398,846,343.

Pullman Palace Car Company.

The revenue and disbursements of this company for the fiscal year ending July 31, 1876, were as follows:

	REVENUE.
Earnings	\$1,989,439 18
Our proportion of earnings of other sleeping car associations controlled and operated by this company	552,894 68
.....	\$2,542,333 86
Patent royalties	12,677 50

Total revenue....\$2,555,011 36

	DISBURSEMENTS.
Operating expenses, taxes and insurance	\$628,784 94
Maintenance of upholstery and bedding	175,878 17

Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other sleeping car associations controlled and operated by this company	190,567 74
Rental of leased lines, (Central and Southern Transportation Cos.)	\$90,210 86
Profit and loss, including interest, discount and exchange	284,000 00
Coupon interest on bonds	33,003 87
Dividends on capital stock	\$197,265 34
.....	526,578 00
.....	723,843 34

Total ordinary disbursements....\$2,081,058 06

Surplus for the year—being excess of revenue over ordinary disbursements

.....\$528,953 80

Amount expended in rebuilding and remodeling 14 old style cars into the latest standard Pullman car and re-equipping the same for service under new contracts

42,405 71

Balance of surplus for the year carried to credit of income account

481,457 59

Total, as above....\$2,555,011 36

FINANCIAL STATEMENT, JULY 31, 1876.

ASSETS.	
451 Cars and equipments, including franchise, cost.	\$8,348,270 55
Construction material and operating supplies, including amount paid on cars in process of construction.	429,297 92
Car works at Detroit, cost.	341,370 48
Patents, cost.	149,364 77
Furniture and fixtures in the several offices of the company, 52 in number, cost.	62,442 65
Estate, No. 506 Michigan avenue, cost.	21,901 66
Amount invested in other car associations, controlled and operated by this company.	2,303,657 69
Cash on hand.	25,484 57
Total assets.	\$11,667,790 29
LIABILITIES.	
Capital stock, issued, 59,382 shares, par value, \$100 each.	\$5,938,200 00
8 per cent currency debenture bonds; Second series, due May 15, 1881.	\$298,000 00
Third series, due Feb. 15, 1887.	432,000 00
Fourth series, due Aug. 15, 1892.	886,000 00
7 per cent currency debenture bonds, due Oct. 15, 1878.	\$63,000 00
7 per cent sterling debenture convertible bonds, due April 1, 1885.	204,500 00
Amount received from sale of old cars, leased from Central and Southern Transportation Cos.	385,400 01
Balance of accounts and bills payable and receivable.	114,441 98
Total liabilities.	\$8,861,541 99
Surplus account, (invested in the assets of the company):	
Guarantee fund—to provide for taxes in dispute and possible losses in adjustment of unsettled accounts.	\$175,000 00
Sinking fund—to represent possible depreciation in franchises and patents.	400,000 00
Balance at credit of Income account.	2,231,248 80
Total, as above.	\$11,667,790 29

Railroad in St. Domingo.

The establishment of railroad communication between the towns of Monte Cristo and Santiago, in the island of St. Domingo—the former being the well-known seaport—is attracting attention among several leading capitalists of this city. The length of the road, as projected, will be about eighty miles, passing over a level tract of country. The new road will open transit to the sea coast for valuable dyewoods, mahogany and other products heretofore unable to be transported to a port of shipment. In addition to this the main portion of the traffic of the island will have to pass over this route. A well known engineer has already surveyed the route, and pronounces the plan feasible, and believes that if the road were built it would be highly remunerative. Mr. Crosby, of this city, who has lately built a large wharf and tramways in Puerto Plata, and which have

proved wonderfully successful enterprises, is largely interested in the new railroad undertaking.

Philadelphia and Reading Railroad.

The Philadelphia Ledger says that the aggregate sales of Philadelphia and Reading Railroad stock on Monday amounted to 16,000 shares, opening at 25 and selling steadily down to 19½, and then adds:

Without pretending to offer any opinion as to the worth of the stock as an investment, or as a venture to carry, we may safely caution against a blind following of what may prove mainly a "bear" crusade. As we said a few days ago, the Reading Railroad Company owns a most extensive and valuable property, costing over 90 millions of dollars. We can now state, in addition, that its business for the month of September, just ended, footed a coal tonnage of 633,573½ tons and a merchandise tonnage of 226,000 tons. It carried in the same time 1,400,000 passengers, and during "Pennsylvania Day," to and from the Centennial Exhibition, 186,000 passengers, an achievement probably unequalled by any other railroad in the world. These surprising movements show the wonderful capacity of the company as well as the immense general business at its command. The payments of the company on Monday, the first business day of the third quarter of the year, were \$382,140 of interest on Reading Railroad bonds, \$178,724 for account of rents of leased lines, \$224,000 on sinking fund drawn bonds improvement mortgage, \$25,000 in interest on branch railroad bonds, \$119,000 on Reading Coal and Iron Company bonds, and \$156,000 principal of bonds on coal lands due—these several items, with certain miscellaneous disbursements incident to the day and to the business of the office, swells the aggregate payments to \$1,269,000. This day's work indicates a vitality of much endurance, a property of great value to its owners and of unmeasured usefulness to the entire community interested in fuel and in general transportation. Let bona fide holders sell the stock, if so inclined—we never venture advice on such a subject—but don't do it blindly.

Steam Motors on Street Railways.

The little steam engine with car attached ran over the line of the Citizens' Passenger railway morning and evening yesterday, taking up and letting out passengers as on the other cars of the line. The novelty of steam on the street car lines attracted much attention. In the morning Mr. Hagerly, president, and several directors went over the route, and they expressed themselves satisfied. Some little difficulty was experienced in rounding short curves, on account of the flanges of the wheels being a little large, but that is a matter easily remedied. On the steep grades more noise was made than desirable, but this, it is said, will be regulated by enlarging the condenser and by using harder coal. Horses on the streets were not frightened to any great extent. It is claimed that after the steam engine is used for a little while horses on the street will become accustomed to it and will not be frightened. The company will take some time to test the advantages of the new motor in all its bearings, as to public safety, cheapness, practicability in crowded streets, &c., before finally determining to order others. If it should be decided to employ steam motors for all the cars on all the street lines, Baltimore would certainly be a very different looking city from what it is now.—Balt. Sun, Sept. 29.

North Wisconsin Railroad.

At a meeting of the North Wisconsin Railroad company, held on the 27th ult., the following gentlemen were elected directors: D. A. Baldwin, Jacob Humbird, J. A. Humbird, I. Graves, A. H. Baldwin, J. B. G. Roberts, H. A. Taylor, J. C. Spooner and A. L. Clarke. At a subsequent meeting of the directors the following officers were chosen: President, John A. Humbird; Vice

President, D. A. Baldwin; Secretary and Treasurer, A. J. Goos; Land Commissioner, William Dwelly. Owing to injunctions preventing the company from selling lands, and other troublesome litigation no work has been done on the road this year, but the company is prepared just as soon as the suits are disposed of, which it is expected will be in a short time, to proceed at once and vigorously, with the work of construction.

Louisville, Cincinnati and Lexington R. R.

The holders of the First Mortgage bonds of this company have concluded an agreement for the purchase of the road and the reorganization of the company. It provides that George L. Douglass, of Louisville, and E. D. Sayre, of Lexington, Ky., shall be agents and trustees to carry out the agreement. They are authorized to buy the road at the foreclosure sale, which is to take place December 4, at a price not to exceed the amount of the first mortgage bonds and accrued interest and liens prior thereto. They are to issue stock of the new company, which shall be held by the bondholders in proportion to their present bondholdings. The corporation shall have power to use net earnings of the road to pay instalments of purchase money; also, to execute a new mortgage and borrow money thereon. No assessments shall be made on the stock after the purchase money is paid. The agreement shall not be binding unless signed by holders of \$1,500,000 of bonds. The trustees are authorized to receive money subscriptions to the stock of the new company, provided \$1,500,000 bonds are not deposited by November 25; such money subscribers to pay in 20 per cent of their subscription in cash. An advisory committee is appointed, consisting of John W. Barr and John Churchill, of Louisville, and M. C. Johnson, of Lexington, with power to assist the trustees in their work, to decide in case of a difference of opinion between the trustees and to fill vacancies, should any occur.

The Lehigh and Wilkesbarre Coal Company has resumed work, with a full force on full time, at all its collieries. Large sales of coal have been made by the company to iron manufacturers on the Lehigh, who are putting their furnaces into blast, and the daily shipments on the New Jersey Central aggregate 15,000 tons. About 16,000 men are employed by the company, and the resumption of mining, together with a recent payment to the men, has brightened business in the Wyoming region.

The recent sale of the Ithaca and Athens Railroad and purchase by the Lehigh Valley Railroad Company has been confirmed by the court, and preparation will now be made for the payment of the coupons deferred while the proceedings of foreclosure were pending. The sale of the Geneva and Ithaca Railroad to the same parties, has not yet been approved, objections having been interposed.

The Chancellor of New Jersey filed in the Chancery Clerk's office on the 2d inst. an order refusing the injunction to restrain the New Jersey Central Railroad Company from selling, negotiating, or otherwise disposing of any of the 5,000 bonds mentioned in a bill filed by Obed H. Anderson,

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1874 and 1875, were as follows:

	1874.	1875.
From passengers.....	\$226,016 06	\$229,221 30
" freight	121,779 95	981,905 44
" mails	18,176 10	18,176 10
total to business of	\$1,365,072 11	\$1,229,302 84

Expenses, viz: to show off line	Conducting transp.	\$294,528 01	\$260,809 97
Motive power,	220,224 57	199,730 69	
Maintenance of way....	211,104 46	208,041 86	
Maintenance of cars....	81,810 18	66,858 73	
General expenses.	43,848 26	45,487 24	

	\$850,515 42	\$780,727 89
Net earnings	\$615,456 69	\$448,674 95

Compared with 1874, the gross earnings show a decrease of \$186,089 27, equal to 10 per cent; the expenses a decrease of \$89,787 53, equal to 8.2 per cent; and the net earnings a decrease of \$66,881 74, equal to 12.975 per cent. The ratio of expenses to earnings in 1875 was 63.50 per cent; in 1874 it was 62.26 per cent.

The number of passengers carried during the year was 158,785, of whom 79,919 were 1st class, and 78,816 2d class.

The tonnage movement of the year has been as follows: moved east, 188,492 tons; moved west, 128,188 tons—total, 261,680 tons, against 270,278 tons in 1874, a decrease of 8,598 tons. The average receipt from freight per ton was \$8 75; last year it was \$4 15. The average cost of moving same per ton was \$2 24; last year it was \$2 36. The decrease in tonnage eastward was 12,181; while the tonnage westward increased 4,588. The receipts from freight moved east were \$522,308 09; do. west, \$459,597 85—a decrease in the former of \$131,508 79; and in the latter of \$8,305 72, or a total decrease of \$139,874 51. The increase in passenger business was \$3,205 24. The President in his report says:

The language of the board in this connection last year, might here be almost literally repeated. The comparatively unfavorable results of the year's business are clearly due to the deep and wide-spread depression of all industries which, put in motion by the panic of '78, has grown to dimensions entirely unanticipated, and at present continues apparently unyielding to the influence ordinarily exercised during financial disturbances.

But whilst we cannot point to any particular cause of satisfaction at the prospect of the year before us, we are obliged to believe that the full force of these adverse circumstances has been spent, and that though our progress may be slow for a while, perhaps stationary, the point of improvement can not be far distant.

And the facts which the tables exhibit, amply sustain this view. We there see that the freight earnings of the present year are \$189,874 51 less than those of the preceding year. Of that sum we find that \$181,588 79 is apportionable to down or eastward, and \$8,305 72 to up or westward freight. Now if we examine the table which shows the movement of the various articles transported during the year, it will appear that in comparison with last year, we have moved 47,541 bales cotton, 14,314 barrels flour, 46,651 bushels grain, and 6,008 packages mds. and naval stores, etc., less.

If to these several quantities we apply a moderate average of our standard tariff rates, we will have obtained in round figures a sum little below \$60,000, on account of the deficiency of east bound business, nearly one-half of that deficiency.

Again: as to west bound business:

The tables show an increase of tonnage 4,583 tons, and a decrease of earnings of \$8,305 72.

This maintenance of tonnage in the comparison

of the west bound business of the two years is due, first, to the fact of an increased movement of fertilizers, 4,874 tons; and, second, to a very heavy diversion of western produce from the Green Line route via Baltimore and Charleston, created by the contest between the Baltimore and Ohio and Pennsylvania Railroads during the year. But for these causes there was sufficient reason for expecting a decrease of the movement of this division of our freight business more nearly corresponding to the decrease of east bound business.

And the point we have sought to make more strikingly exhibited is that the deficiency of the year's business was not wholly or chiefly due to the general depression which pervades the country, but in great part to a cause of great potency, but, happily, accidental and temporary in its character—short production, aggravated unquestionably, by the reduced rates of an unwise competition.

It is gratifying again this year to observe conspicuously prominent a feature of our business which in our last report afforded just ground of encouragement. We refer to the large proportion of the local to the general business of the company in comparison with the through. In the illustration which follows the relation of that portion of our business will be found even more satisfactory than was shown in 1874:

Total freight moved west from all points in 1875.....\$432,304 92

From Charleston (local)..... 281,002 00

Through freight..... \$151,802 92

Total freight moved east..... \$498,066 72

To Charleston (local)..... 414,508 39

Through freight..... \$83,558 33

Total freight moved east and west..... \$930,371 64

Total Charleston, to and from (local). 695,510 39

Total freight moved west, and from all points, in 1874..... \$467,903 07

From Charleston..... 285,898 22

Through freight..... \$182,004 85

Total freight moved east from all points in 1874..... \$653,876 88

To Charleston (local)..... 408,536 75

Through freight..... \$145,340 18

In a condensed shape the following results appear:

1874. 1875.

All freight west..... \$467,903 07 \$432,304 92

Do. do. east..... 653,876 88 498,066 72

Charleston local (west) 285,898 22 281,002 00

Do. do. (east) 408,536 75 414,508 39

Showing that whilst there has been a considerable decline in the business passing through Charleston, the business beginning and ending in the city has been fully maintained.

The zeal of the General Superintendent in the direction of bringing the expenses of operating the road to the lowest minimum consistent with the maintenance of a fair average condition of the property and a safe and satisfactory performance of service, has been quite as marked this as the previous year, and the board has no doubt that all which seemed practicable and proper has been accomplished. It will be remembered that up to a well advanced period of the year the prospect of a large cotton crop was most promising, and naturally the importance of being in good condition to move it was not without some influence upon the management of the department.

Since then, however, all speculative views have been thrust aside, and the expenditures of the operative departments subordinated to actual present positive necessities, already enough has been done in the matter of reduced force, reduced pay and reduced prices of material, to warrant the conclusion that a saving of fully \$70,000 more may be made on the earnings basis of 1875.

It is only fair to this department to state that, whilst its ratio of expenses to earnings may not be

quite as low as some neighboring roads, the fact may be thus accounted for.

1st. Our "expenses" comprehend every item of expenditure for and on account of track, machinery, cars and structures of every description, which is not the practice of all railroads.

2d. That some of the roads with which comparisons may be made, under a most lavish scale of expenditure, have been put in a condition to enable transportation to be carried on, almost to the disuse of their shops, whilst the South Carolina Railroad, maintaining only a fair average condition, cannot be operated for twelve months upon so scant a basis, nor will it be found in the end that any other road can, save under the exceptional circumstance referred to.

The balance of earnings as before stated is..... \$448,674 95

Add incidental income..... 1,431 14

Balance..... \$450,005 09

Against this sum are charged Interest on First mortgage Sterling bonds and premium on remittance..... \$103,034 31

Do. on First Mortgage Currency bonds 67,120 00

Do. on Second Mortgage bonds..... 60,270 00

Do. on Non mortgage bonds, bills payable..... 207,893 87

Balance transferred to profit and loss. \$11,677 90

As doubtless anticipated, the reduced earnings of the road during the year have not furnished the Treasurer any surplus for application to the reduction of the debt. Indeed, it is rather matter of congratulation, whilst railroad companies in high standing around us have been compelled, during the past year, to pass their dividends on bonds and stocks, that, in the face of the adverse circumstances of great general depression, most active competition, and short crops, we have been able to meet all of our obligations with promptness, and without unusual effort.

The Treasurer's tables show an increase of the bills payable, given in settlement and for purchases..... \$128,159 06

And an increase of the bond debt from sales First Mortgage bonds, and sale and exchange of Second mortgages \$81,000 00

But the general indebtedness has only been increased..... \$63,286 12

It has borne with peculiar inconvenience upon the operations of the treasury, to have been called on early in the year to arrange for the large accumulations of several years' taxes, which under a compromise with the State Government were agreed to be paid at moderate intervals, but all within the year. Of course, the amount, which was quite large, had to be furnished through the "bills payable," and to that cause mainly may be attributed the increase, just now referred to, of that amount. But the arrangement itself, in view of the decree of the U. S. Court, has been regarded eminently judicious as well as a matter of policy as of its details.

In considering the report of the Treasurer at this date last year, the board felt warranted in entertaining expectations of increased ease in the money market, and consequent improvement in the value of our securities. Then and subsequently, but only for a brief period, all the indications supported that view; but, as the year advanced, every fresh instance of weakness abroad reacted upon the susceptibility of capitalists, and though money is abundant, and its price not unusually high, its circulation is restricted to narrow limits, and general values remain unimproved from the absence of any speculative tendencies.

Were it otherwise, our securities, in the face of the large excess of road earnings, over what is needed to pay the interest upon them, could not possibly remain at their present low figures.

We are again, this year, without direct profitable returns from our steam ship connections. But their value has been of essential consequence in maintaining our competitive ability at all import-

ant points, and though our pecuniary interest in the various lines which perfect our connection with Eastern cities is not equal to that of other parties in the same lines, we have never been without their cordial assent to, and co-operation with, any policy the railroads in connection with them have regarded as most conducive to the general benefit.

On the other hand, we repeat with great satisfaction the commendatory language we were, last year, justified in using with reference to the Greenville and Columbia Railroad. In spite of all the difficulties which, in common with the railroads of the Southern country, it has had to contend with, and in its own case, the superadded one of a greatly reduced production of the territory which is tributary to it, the net result of its operations for the year 1875 shows a falling off of only the comparatively trifling sum of \$10,310.

Since the close of the year, a personal inspection by the President justifies the report of the Superintendent, in that the physical condition of the property has greatly improved since it passed into the control of the South Carolina Railroad Co.; and, if we can only rely upon the management of the Air Line Railroad Co., the only line now in competition, for an observance of the most ordinary rules which govern roads or persons in the management of competitive interests, we feel little apprehension of our ultimate success in accomplishing for the South Carolina Railroad not only a most valuable contribution to earnings, but a profitable return for investments in the Greenville and Columbia Railroad.

Whilst the board earnestly wish that the review of the operations of the year just passed had exhibited more profitable results than have been shown, yet they are as free from discouragement now, as on previous occasions, when, indulging in sanguine anticipations of future improvements. In the retrospect of the year, the stockholders will not fail to find in the peculiar circumstances which mark it, most potent causes of diminished business: prostrate trade—bitter competition—reduced production—forces, whose power in combination was obliged to exercise unfavorable influence upon Railroad interests. But these, with one exception, are essentially temporary in their character. Trade cannot remain down; a failure of crops is not an ordinary occurrence; and there remains then, only the unwise management of competing lines to annoy us in our policy, and affect us in our earnings. This, too, in the very nature of things, cannot continue. The real owners of the lines, whose mischievous conduct, at times, wholly demoralizes the business of transportation, and seems to make sport of the injury inflicted upon others, without regard to the reaction upon themselves, cannot submit much longer to the reckless waste of the millions they have invested in these properties. The sober, sensible management of men, who pecuniarily suffer from these unwise conflicts, must very soon succeed to the reign of recklessness and folly, too conspicuous of late, not to attract attention and excite alarm. Then we will have a right to expect a policy and a management, which, looking to the interests of each, will assure the interests of all; and make a new departure for railroads in the direction of some profitable returns for their owners.

The year just closed has been one of unmixed cares and oppressive anxieties to the board. They have labored with all of their ability and with unflagging zeal for the accomplishment of the best results for the company.

It has been a year of unusual hardship upon the railroad interest of the country, ever responding with quick sympathy to unfavorable conditions of other industries.

Everywhere extraordinary depression affords conspicuous evidence of the strength of the forces which have been working. We had to bear our share. However desirable that it should have been otherwise, it would not have been reasonable to expect immunity, when all around us were suffering. But that share the stockholders will

find moderate, in a comparison with some even of the best and strongest companies of the South, far and near.

The year we have entered upon, whilst it does not give promise of additional business, does afford very satisfactory grounds for the expectation of considerable improvement in net results. The large reduction of the working expenses of the road—the altered policy of the board, which, for the present, will regard more the minimum cost of operating, and less the providing facilities for a more extended business—and the utilization (with a view to the reduction of the floating debt and interest) of every dollar of property not absolutely needed for the present accommodation of business—these are agencies, we feel confident, to be relied upon for decidedly beneficial results.

The company have 44 locomotives, 23 first-class and 26 second-class passenger, mail and baggage cars, 409 box, 14 stock and 124 platform, wood and coal cars. Miles run by locomotives with passenger trains, 202,582; with freight trains, 586,254; distributing, 70,087; switching, 79,869—total, 888,792, against 857,270 in 1874, an increase of 31,522.

CONDENSED BALANCE SHEET, December 31,

	1874.	1875.
Roadway, track, depots, etc.	\$8,057,987 73	\$8,057,987 73
Lands.	557,049 00	557,049 00
Cars.	411,851 29	428,778 41
Locomotives	468,664 99	498,426 58
Accounting department for expenditures, (supply of materials)	54,618 73	73,216 14
Cash	38,430 21	10,989 32
Fourth National Bank, New York.	2,478 72	1,268 07
National City Bank, New York....	18,347 85	13,753 63
Accounting department for earnings, (agents' balances)	24,790 84	27,964 57
Post office depart..	5,665 13	4,544 02
Bonds receivable...	17,295 16	17,295 16
Bills receivable	3,885 43	19,918 80
Stocks....	576,242 07	576,242 07
Purchase of stock in Macon & Augusta Railroad Co.	250,802 25	250,802 24
Purchase of stock in Greenville and Columbia R. R. Co.	297,988 02	297,988 02
Purchase of claim against Greenville and Columbia R. R. Co.	129,442 00	129,442 00
Investments in first mortgage bonds of Greenville and Columbia R. R. Co..	96,644 51	97,524 51
Investments in certificates of indebtedness of Greenville and Columbia R. R. Co.	37,200 00	....
Securities of Greenville and Columbia R. R. Co., purchased from N. Y. Commercial Warehouse Co.....	70,222 80	70,222 80
Southwestern Railroad Bank....	574,628 46	574,628 46
Southwestern Railroad Bank (in liquidation)	46,401 59	51,443 62
Greenville and Columbia R. R. Co..	65,028 53	85,553 69
Dent, Palmer & Co., London.	7,384 83	70,565 88
Transient debtors...	150,626 77	216,884 48
	\$11,963,476 41	\$12,129,888 71

Capital stock.....	\$5,819,275 00	\$5,819,275 00
Sterling bonds.....	1,483,777 80	1,483,777 00
Domestic bonds....	3,026,812 11	3,106,812 11
Fare tickets.....	95,069 00	97,736 00
Receivables.....	1,561 25	869 25
Change notes.....	1,351 50	1,348 00
Bills payable.....	1,127,866 32	1,250,025 38
Bills payable special	70,000 00	70,000 00
Loan account	25,122 58	25,122 58
Arrears of dividends	3,840 50	3,679 00
Sterling coupons...	9,057 81	82,246 70
Domestic coupons	40,709 72	42,677 22
Profit and loss.	218,448 59	87,504 37
Transient creditors.	47,081 23	52,815 30
	\$11,963,476 41	\$12,129,888 71

\$11,963,476 41 \$12,129,888 71

President.—W. J. MAGRATH.

Directors.—W. J. Magrath, Geo. A. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, Geo. W. Williams, Henry Gourdin, Francis J. Pelzer, Daniel Tyler, W. A. Courtenay, James S. Gibbes, Richard Luther, Samuel Sloan, Moses Taylor, J. P. Southern.

Gen'l Superintendent.—S. S. SOLOMONS.

Treasurer.—J. H. WILSON.

Auditor.—J. B. EMERY.

Buffalo and Jamestown Railroad.

A dispatch dated Buffalo, September 30, says that "a suit for the foreclosure of a mortgage for \$2,500,000 has been instituted against the Buffalo and Jamestown Railroad Company and everything pertaining to it by the Farmers' Loan and Trust Company of New York, representing the holders of the bonds issued by the company in the year 1868. One million dollars of the capital stock, paid up, is owned by the City of Buffalo, and about half a million by the towns through which the road passes, and the remainder by individual stockholders in this city. It is represented that on the payment of the interest the bondholders would willingly withdraw the suit. The difficulty in the way is that the city cannot contribute the necessary twenty per cent. without an enabling act which cannot be obtained until the meeting of the Legislature. A Receiver of the road will probably be appointed next week."

According to the Report of the State Engineer and Surveyor for the year ending September 30, 1875, the entire bonded indebtedness of the company was only \$1,100,000, and the total amount of capital stock paid in \$1,156,907 50.

Work on the Wheeling and Lake Erie Narrow Gauge Railroad has been commenced between Milan, Erie county, and Norwalk, Huron county, Ohio. A large force of men is engaged, and the work is being pushed forward rapidly. The intention of the contractors is to complete the section between Norwalk and Sandusky by January 1, 1877.

The stock for a new railroad from Nason's Crossing to Franklin, Mass., through Wrentham, Cumberland and West Attleboro' to Central Falls, there connecting with the Providence and Worcester Railroad, has all been subscribed, and ten per cent. paid in. Temporary officers have been elected, consisting of James P. Ray, President; George W. Wiggin, Clerk; and Joseph G. Ray, Treasurer.

The Dutch Government is about to construct a great port, canal and railway at Tandjong Prisk, near Batavia, in the Dutch Indies. Messrs. Lefevre & Co., of London, have submitted the lowest tender for the execution of the works, viz., £1,896,500.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single. m.	Horses and Dummies. No.	Cars. No.	COMPANIES		Out of Road and Equipment. \$	Share Capital. \$	Indebtedness. Bonded Debt. \$	Floating Debt. \$	Gross. \$	Dividends paid Capital. \$	Value of Shares. \$	PASSENGER RAILROAD BONDS					
				Out of Road and Equipment. \$	Share Capital. \$								Amount out- standing. \$	Rate per cent.	Principe Payable. \$	Market Price		
Sept. 30, '75	11.00	168	48	Albany	N.Y.	221,500	200,000	70,500	—	131,000	38,717	6	100	100	70,500	7 J. & J.	1882	
Sept. 30, '75	1.00	49	49	Albany st. Freight (B'klyn). Mass.	49,238	75,000	—	—	1,999	158	—	100	100	—	—	—	—	
Sept. 30, '75	25.00	491	98	Atlantic Avenue (B'klyn). N.Y.	1,261,912	660,200	490,000	20,107	376,017	126,869	5	100	100	115,000	7 A. & O.	1881		
Dec. 31, '75	9.81	704	106	Baltimore City (Md.).	1,000,000	1,000,000	—	—	616,538	221,900	6	25	31	239,000	7 J. & J.	1885		
Sept. 30, '75	22.00	399	43	Bleeck. st. & F.F. (N.Y.C.). N.Y.	1,801,795	900,000	697,000	49,107	246,755	51,992	—	100	100	697,000	7 J. & J.	1880		
Sept. 30, '75	5.82	310	60	Boston and Chelsea. Mass.	110,000	110,000	—	—	8,800	7,000	6.2	100	100	—	—	—	—	
Sept. 30, '75	13.85	473	67	Broadway (Brooklyn). N.Y.	473,576	206,000	210,000	40,659	225,486	53,516	12	100	100	—	—	—	—	
Sept. 30, '75	16.25	1,200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,967,098	2,100,000	1,500,000	286,159	1,04,824	288,231	6	100	100	210,000	7 J. & D.	1882		
Sept. 30, '75	8.25	162	32	Brooklyn, Bath & Coney I.N.Y.	266,105	—	—	80,000	47,051	Loss.	—	—	—	—	—	—	—	
Sept. 30, '75	59.06	1973	441	Brooklyn City.	N.Y.	2,460,056	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	80,000	7 J. & J.	1892	
Sept. 30, '75	22.50	297	72	Brooklyn City & Newtown. N.Y.	579,359	400,000	55,710	196,743	59,363	—	100	100	—	—	—	—	—	
Sept. 30, '75	19.83	231	67	Brooklyn, Cross-Town.	N.Y.	719,556	395,400	300,000	2,334	178,983	37,348	—	100	100	300,000	7 M. & N.	1882	
Sept. 30, '75	17.86	111	28	Buffalo East Side.	N.Y.	414,238	28,000	232,000	140,833	62,332	9,991	—	100	100	400,000	7 J. & D.	1879	
Sept. 30, '75	17.62	411	71	Buffalo street (Brooklyn).	N.Y.	643,928	100,000	563,289	114,457	211,606	32,422	—	100	100	500,000	7 J. & D.	1884	
Sept. 30, '75	11.00	134	248	Bushwick (Brooklyn).	N.Y.	499,604	309,000	200,000	1,560	176,149	107,374	—	100	100	300,000	7 J. & J.	1888	
Sept. 30, '75	30.30	149	80	Cambridge (Boston).	Mass.	324,304	324,300	150,000	—	77,187	77,187	9	100	100	200,000	7 J. & J.	1894	
Sept. 30, '75	4.92	149	80	Central Cross-Town. N.Y. City.	N.Y.	847,046	600,000	240,000	20,519	74,979	Deficit.	—	100	100	240,000	7 A. & O.	1894	
Sept. 30, '75	24.00	1108	131	Cen. P. N. E. R. (N.Y.C.). N.Y.	2,076,700	1,676,700	1,200,000	10,759	772,315	16,266	—	100	100	1,200,000	7 J. & D.	1895		
Sept. 30, '75	6.00	542	49	Christopher & Tenth st. N.Y.C.	N.Y.	785,500	650,000	65,500	1,507	93,112	5,617	—	100	100	1,200,000	7 J. & D.	1877	
Oct. 31, '75	9.80	342	49	Citizens' (Phila.). Pa.	232,467	192,750	—	—	359,714	106,982	40	50	20	30,000	7 M. & N.	1893		
Oct. 31, '75	9.61	227	23	Citzens' (Pittsburg).	Pa.	178,870	184,000	50,000	7,906	207,918	41,817	20	50	45	500,000	7 J. & D.	1889	
Sept. 30, '75	15.05	248	22	Coney Island & Brooklyn. N.Y.	716,768	500,000	307,000	37,070	207,280	37,793	—	100	100	300,000	7 J. & J.	1888		
Sept. 30, '75	11.25	181	27	Dry Dock, E.B. & B. N.Y.O. N.Y.	1,191,213	1,200,000	1,005,000	93,476	322,356	8	100	100	100,000	7 J. & J.	1881			
Sept. 30, '75	10.31	1075	112	Eighth Avenue (N.Y. City).	N.Y.	1,823,076	1,000,000	203,000	105,000	839,785	186,410	12	100	100	150,000	7 J. & J.	1881	
Dec. 21, '75	7.09	17	17	Elizabeth and Newark.	N.J.	276,920	232,725	—	41,195	46,833	8,443	—	100	100	240,000	7 A. & O.	1894	
Oct. 31, '75	5.67	12	20	Federal St. & Pl. Val. (Pbg.). Pa.	156,719	100,000	75,000	10,000	72,901	8,639	—	25	25	100,000	7 J. & D.	1895		
Sept. 30, '75	10.28	453	64	42d st. & Gr'd st. F.N.Y.C.). N.Y.	1,064,679	745,000	236,000	49,022	348,096	56,907	9	100	100	100,000	7 J. & D.	1877		
Oct. 31, '75	22.86	502	71	Frankford & Southwark (Ph.). Pa.	937,902	600,000	211,500	49,216	79,104	10	50	50	724	100,000	7 J. & D.	1884		
Oct. 31, '75	34.91	452	78	Germantown (Phila.). Pa.	772,305	539,514	106,500	21,000	471,319	103,017	7	50	50	30,000	7 J. & J.	1877		
Sept. 30, '75	8.77	153	27	Gr'd st. & Newtown (B'k'n) N.Y.	321,340	170,000	96,000	6,100	95,236	24,495	—	100	100	111,500	7 J. & D.	1891		
Sept. 30, '75	8.50	172	41	Gr'd st. Prop. Pk. & Flatb.	N.Y.	460,590	200,000	200,000	102,427	77,578	2,700	—	100	100	100,000	7 J. & D.	1891	
Oct. 31, '75	7.94	241	43	Green and Coates st. (Phila.). Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27	50	50	51	100,000	7 J. & J.	1896	
Sept. 30, '75	11.95	129	22	Harim. Br. Mor. & F'dham. N.Y.	287,502	299,100	146,000	—	97,986	5,364	—	100	100	203,000	7 J. & J.	1896		
Sept. 30, '75	11.85	321	68	Hous. W. st. & Pavonia Fy. N.Y.	171,250	238,750	475,500	—	238,493	50,400	—	100	100	236,000	7 A. & O.	1883		
Oct. 31, '75	17.22	471	75	Hest. Mart. & F'mount (Ph.). Pa.	402,727	300,000	126,000	21,737	359,918	93,106	16	50	25	271	100,000	7 J. & D.	1877	
Sept. 30, '75	6.50	204	38	Highland (Boston).	Mass.	450,083	220,000	120,000	128,222	227,438	41,250	8	100	100	100,000	7 J. & D.	1883	
Sept. 30, '75	10.75	98	22	Jamaica, Wood'n & Bklyn. N.Y.	100,000	100,000	—	—	22,019	594	—	100	100	111,500	7 J. & J.	1877		
Oct. 31, '75	5.69	132	74	Lombard and South st. (Ph.). Pa.	179,807	125,000	62,556	—	109,882	21,309	12	25	124	100,000	7 M. & N.	1891		
Sept. 30, '75	7.50	50	74	Long Island City Shore.	N.Y.	165,000	75,000	90,000	20,761	3,337	—	100	100	100,000	7 J. & D.	1884		
Sept. 30, '75	5.09	50	50	Lowell Horse.	Mass.	100,569	93,100	—	7,762	33,927	4	—	100	100,000	7 J. & D.	1884		
Sept. 30, '75	12.79	282	37	Lynn and Boston.	Mass.	291,296	200,000	50,000	51,017	166,496	15,587	—	100	100	100,000	7 J. & D.	1884	
Sept. 30, '75	8.50	50	50	Malden and Melrose.	Mass.	60,246	165,500	15,000	—	60,246	165,500	—	100	100	60,246	7 J. & D.	1887	
Sept. 30, '75	6.21	60	16	Merriman Valley.	Mass.	79,770	50,000	—	—	33,422	2,615	—	100	100	32,624	7 J. & J.	1887	
Sept. 30, '75	47.59	1817	288	Metropolitan (Boston).	Mass.	2,703,161	1,600,000	743,442	326,245	1,126,707	219,958	7	100	100	824	100,000	7 J. & J.	1881
Sept. 30, '75	16.08	312	63	Middlesex (Boston).	Mass.	733,090	400,000	376,000	153,258	249,821	54,500	6	100	100	824	100,000	7 J. & J.	1881
Sept. 30, '75	8.55	52	52	Naumkeag.	Mass.	207,197	150,000	85,900	1,900	32,030	2,792	—	100	100	100,000	7 J. & J.	1878	
Sept. 30, '75	3.82	35	38	New Bed'f & Fairhaven.	Mass.	81,066	50,000	—	—	30,190	2,457	—	100	100	100,000	7 J. & J.	1880	
Sept. 30, '75	4.20	6	12	New York Elevated.	N.Y.	1,677,522	798,300	771,000	108,324	93,657	def. 477	—	100	100	100,000	7 J. & J.	1880	
Sept. 30, '75	7.50	200	52	New Winnsburg & Flatbush. N.Y.	328,558	300,000	—	—	65,386	3,197	—	100	100	100,000	7 J. & J.	1891		
Sept. 30, '75	6.10	200	20	Ninth Avenue (N.Y. City).	N.Y.	999,422	799,200	207,000	20,663	106,330	13,432	—	100	100	100,000	7 J. & J.	1894	
Dec. 31, '75	16.08	241	47	Orange and Newark.	N.J.	1,041,157	290,000	300,000	55,000	122,901	31,077	—	100	100	125,000	7 J. & D.	1880	
Sept. 30, '75	14.40	160	42	Park Avenue (Brooklyn).	N.Y.	412,098	200,000	300,000	55,000	123,715	31,978	8	100	100	120,000	7 F. & A.	1894	
Oct. 31, '75	9.83	57	13	People's (Scranton).	Pa.	162,719	150,000	35,000	8,107	41,208	13,103	8	100	100	100,000	7 F. & A.	1894	
Oct. 31, '75	6.69	21	21	People's (Pottsville).	Pa.													

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe :													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215					
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	198,851	231,560					
Central Pacific :													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,623	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,938	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,035,063
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000					
Canada Southern :													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038					
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968					
Chicago and Alton :													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	490,056	524,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	381,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	499,272					
Chicago and Northwestern :													
1873.....	752,468	765,249	967,268	1,034,023	1,256,073	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,665	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	933,339	12,811,227	
1876.....	808,842	854,637	944,450	919,978	1,090,753								
Chicago, Mil. & St. Paul :													
1873.....	334,715	423,716	555,287	574,258	805,803	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,263	927,030	747,893	8,255,744
1876.....	527,000	518,000	567,388	650,994	819,853	877,571	695,753	569,482	646,150				
Clev., Col., Cin. & Ind. :													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,573	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,396	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie :													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,753	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,998	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,396	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089				
Hannibal & St. Joseph :													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131						
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087						
Illinois Central :													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,783	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,266,325
1874.....	583,998	517,674	561,793	566,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,509	773,093	679,434	7,802,556
Kansas Pacific :													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,331	328,189	333,785	392,510	265,817	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,379	293,247	254,788						
Lake Shore & Mich. South'n :													
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,363	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,225,331	1,414,819	1,532,603	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central :													
1873.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,234	468,908	413,303	484,792	552,484	609,888	525,460	481,568	6,129,555
1875.....	500,903	441,633	611,211	600,066	556,789	491,823	462,231	534,001					
1876.....	518,667	583,981	610,543	629,348	533,170	430,625	542,772						
Mo., Kan. & Texas :													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500				
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735						
1876.....	256,459	254,723	245,814	214,788	212,938	233,126	224,308						
Ohio and Mississippi :													
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	329,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	292,642	311,140	366,131	382,544	398,575	297,679	3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,813	257,770	341,060				
1876.....	315,795	293,039	314,388	306,637	313,070	304,846	247,646	292,597	330,111				
Philadelphia and Reading :													
1873.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247					

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	When PAYABLE.	Market Price.		Amounts outstanding.	Interest.	Payable.	PAYABLE.	Market Price.
	outstandinging.										
National Securities, Oct. 1, 1876.											
Loan of June 14, 1858 registered	\$220,000	5 Jan. & July.	1874	...			Massachusetts—(\$29,485,204):		5 Jan. & July.	1804	...
Loan of February 8, 1861 registered	13,795,000	6 Jan. & July.	1880	11/1			Lunatic Hospital Loan, 1874	650,000	5 " "	1804	...
coupons	4,620,000	6 " "	1880	11/7			Harbor Land Improvement bonds, 1874	400,000	5 " "	1804	114
Oregon War Bonds of March 2, 1861 coupon	945,000	6 Jan. & July.	1881	...			Back Bay Land bonds, 1861 and 1862	220,000	5 May & Nov.	1880	118
Loan of July 17, and Aug. 5, 1861 coupon	126,134,000	6 Jan. & July.	1881	11/6			Union Defense Loan, 1861	1,850,000	6 Jan. & July.	17-76	115
coupons	63,186,950	6 " "	1881	11/7			Union Defense Loan, 1862	50,000	5 June and Dec.	17-78	104
Loan of Feb. 25, 1862 (5-20s) registered	5 May & Nov.	1882	...				Coast Defense Loan, 1863	682,000	5 Jan. and July.	1853	111
(5-20s) coupon	6 " "	1882					Bounty Fund Loan, 1863 and 1864	8,380,244	5 " "	1854	...
Loan of March 3, 1862 registered	5 Jan. & July.	1881	11/6				War Fund Loan, 1869	999,944	5 " "	1809	...
coupons	21,284,700	6 " "	1881	11/7			Troy & Greenfield R.R. & Tunnel Loan	10,971,922	5 Various	'88-'94	109
Loan of March 3, 1864 registered	5 May & Nov.	1884	...				Michigan—(\$1,664,000):	3,699,020	5 Jan. & July.	1900	...
(5-20s) registered	6 " "	1884					Renewal Loan bonds, 1858	105,000	6 " "	1878	101
Loan of June 30, 1864 (5-20s) coupon	6 " "	1884					Two Million Loan bonds, 1863	1,032,000	6 " "	78-83	105
coupons	94,150,300	6 Jan. & July.	1887	11/6			War Bounty Loan bonds, 1865	366,000	7 May & Nov.	1890	111
Loan of March 3, 1865 (5-20s) registered	5 May & Nov.	1885	11/0				Minnesota—(\$2,755,000):				
(5-20s) coupon	114,911,870	6 " "	1885	11/3			State Buildings Loan, 1867 to 1869	250,000	7 Jan. & July.	177-76	...
2d series (5-20s) registered	6 Jan. & July.	1885	11/3				State Buildings Loan, 1873, coupon	230,000	7 " "	83-'93	...
(5-20s) coupon	140,956,850	6 " "	1885	11/2			Railroad Aid bonds, 1868, (repudiated)	2,275,000	7 " "	1887	...
2d series (5-20s) registered	94,150,300	6 Jan. & July.	1887	11/6			Missouri—(\$17,839,000):				
(5-20s) coupon	216,472,450	6 " "	1887	11/6			State Debt Proper, 1865 and 1868	439,000	6 " "	81-91	108
4th series (5-20s) registered	15,080,000	6 Jan. & July.	1888	11/7			Consolidation bonds, 1868	2,727,000	6 " "	1888	...
(5-20s) coupon	22,383,800	6 " "	1888	11/7			Funding Bonds, 1874	1,100,000	6 " "	94-95	108
Loan of March 3, 1864, (10-40s) registered	141,841,500	5 Mar. & Sept.	1904	11/4			Railroad Aid bonds, 1853-'66	15,883,000	6 " "	79-87	100
(10-40s) coupon	52,725,000	5 " "	1904	11/5			State Institution bonds, 1872 to 1874	505,000	6 " "	92-94	108
Consols of July 14, '70 & Jan. 20, '71 registered	5 F. M. A. & N.	1881	11/4				Nevada—(\$100,000):				
coupons	297,083,900	5 " "	1881	11/4			Bonds funding floating debt, 1871	160,000	10 Mar. & Sept.	1881	...
Debt matured and without interest (var.)	2,738,530	Due.	...				New Hampshire—(\$3,724,100):				
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	Irrad.	...				War Loan Bonds, of 1861	418,000	6 Jan. & July.	75-78	104
Certificates of Indebtedness 1870 (cur.)	...	1875	...				War Loan Bonds, of 1864	600,000	6 Mar. & Sept.	84-89	...
Pacific R. R. Bonds (registered) (currency)	368,661,472	7 Mar. & July.	'96-'99	125			State bonds, 1873	500,000	6 Jan. & July.	79-82	105
United States Notes	29,658,416	"	...				Equalization (Municipal) bonds, 1872	2,206,100	6 " "	92-98	111
Fractional Currency							New Jersey—(\$2,496,300):				
							War Loan (tax free) bonds, 1861	1,000,900	6 " "	76-84	108
State Securities, latest dates.							War Loan (tax free) bonds, 1863	900,900	6 " "	86-96	...
Alabama—(\$21,670,810):							War Loan bonds, 1864	593,400	6 " "	97-02	...
Bonds (old), extended	2,582,800	5 May & Nov.	'86-'92	314			Bounty Loan bonds, coupon	1,057,000	7 " "	1877	103
Bonds (new), '86, '87, '72 and '73	2,112,700	8 Jan. & July.	'86-'93	319			Bounty Loan bonds, registered	14,855,000	7 " "	1877	103
Bonds (new), 1874	341,000	7 " "	1894	...			State (Deficiency) Stock, '38, part at will	889,781	6 J. A. J. & O.	1878	113
R. R. Loans (\$2,300,000) & endorsements	15,051,000	8 " "	" '90-'91	10			Canal Stock (old)	880,000	6 June & Dec.	1877	112
Arkansas—(\$12,738,086):							Canal Stock, 1872	1,562,300	6 Jan. & July.	1887	120
Bonds (Funding), 1869 and 1870	3,050,000	6 Jan. & July.	1890	30			Canal Stock, 1873	847,500	6 " "	1883	116
Levee bonds (warrants), 1871	1,460,000	7 " "	1900	...			Canal Stock, 1874	4,302,600	6 " "	1891	122
Deficiency Bonds, 1872	300,000	7 " "	1882	...			2,000,000	6 April & Oct.	1892	122	
Bonds for \$2,500,000), 1875	...	7 " "	1895	...			North Carolina—(\$28,419,045):				
Railroad Aid bonds, 1869 and 1870	5,800,000	7 April & Oct.	1900	11			Railroad and Improvement (old) bonds	4,738,800	6 Jan. & July.	75-98	17
California—(\$3,398,500):							Railroad and Improvement (old) bonds	3,639,400	6 April & Oct.	75-98	104
Civil (is. f.) bonds, 1857 and 1860	75,500	7 Jan. & July.	'77-'80	115			Railroad and Improvement (new) bonds	2,383,000	6 Jan. & July.	75-98	6
Relief Fund bonds, 1863	95,500	7 " "	1883	...			Funding (new) bonds, 1866	2,417,400	6 Jan. & July.	1900	8
State Capitol bonds, 1870 to 1872	500,000	7 " "	1885	...			Funding (new) bonds, 1868	1,711,400	6 April & Oct.	1898	8
...	2,801,000	6 " "	1893	...			Special Tax bonds	11,407,000	6 " "	98-99	1
Connecticut—(\$5,014,000):							Ohio—(\$7,988,205):				
War Loan bonds (10-20 yrs), 1861	508,000	6 Jan. & July.	1881	110			Loan (sinking fund), 1850	1,473,115	6 Jan. & July.	1875	...
War Loan bonds (20 yrs), 1863 and '64	2,195,500	6 " "	'83-'84	...			Loan (sinking fund), 1860	4,072,610	6 " "	1881	17
War Loan bonds (10-30 yrs), 1864	568,500	6 April & Oct.	1894	...			Loan (sinking fund), 1860	2,400,000	6 " "	1888	114
War Loan bonds (20 yrs), tax free, 1866	1,741,100	6 " "	1885	...			Oregon—(\$246,027):				
Delaware—(\$1,231,000):							Bounty & Relief bonds	46,027	7 " "	75-84	...
State bonds to railroads, etc.	1,231,000	6 Jan. & July.	1888	...			Willamette Canal and Lock bonds, 1870	200,000	7 " "	1890	...
District of Columbia—(\$12,700,000):							Inclined Plane Loan, of 1849	400,000	6 April & Oct.	1879	104
Improvement (gold) bonds, 1872	4,000,000	6 Jan. & July.	1892	...			Loan of April 1862, reg. & coup.	482,000	5 Jan. & July.	1882	101
Improvement (cur.) bonds, 1873	790,000	7 " "	1893	...			Loans, May '62 & Apr. '82, reg. & coup.	3,840,500	5 Feb. & Aug.	77-78	103
Funding bonds, 1874, (guar. by U. S.):	10,594,550	3/5 Feb. & Aug.	1924	70			Stock Loan of Feb. 2, 1867, 2d series	7,990,560	6 " "	1877	106
Florida—(\$5,451,767):							Stock Loan of Feb. 2, 1867, 3d s. r. inc.	9,271,550	6 " "	1882	114
State bonds, 1871	350,000	7 Jan. & July.	1891	...			Stock Loan of Feb. 2, '67, 1st, 2d & 3d ser.	434,350	5 " "	72-82	...
Consolidated (gold) bonds of 1873	509,200	6 " "	1908	...			Agricultural College Land Scrip, 1872	500,000	6 April & Oct.	1876	...
Loan (J. P. & M. R. R.) gold bonds, 1870	4,000,000	8 " "	1890	...			Rhode Island—(\$2,638,000):				
Georgia—(\$19,923,900):							War Loan bonds of 1862	1,019,000	6 Mar. & Sept.	1882	110
Bonds to Atlantic and Gulf R. R.	1,000,000	6 Feb. & Aug.	'78-'90	91			War Loan bonds of 1863 and 1864	1,619,000	6 " "	93-94	...
Bonds, act March 12, 1866	3,600,000	7 Jan. & July.	1886	104			South Carolina—(\$14,537,256):				
Bonds (gold), act Sept. 1870	2,098,000	7 J. A. J. & O.	1890	103			State House Stock, 1856 to 1861	944,918	6 Jan. & July.	77-89	32
Bonds (gold), act Oct. 1870	1,880,000	8 April & Oct.	1890	103			State House bonds, 1863 and 1864—cur.	287,000	6 " "	71-80	...
Bonds (funding), 1873	1,200,000	8 " "	'75-'86	...			Blue Ridge R. R. bonds, 1854	867,000	6 " "	75-79	...
Bonds to Brunswick & Albany R. R., '70	1,500,000	7 June & Dec.	1890	...			Funding Stock and bonds, 1866	884,113	6 " "	87-97	32
Railroad aid bonds (endorsed), 1870 & '71	7,645,900	var. Various	'90-'91	100			Funding and Conversion bonds, 1868-'69	3,764,850	6 J. A. J. & O.	82-89	40
Illinois—(\$1,689,045):							Land Commission bonds, 1869 and 1870	281,000	6 Jan. & July.	1889	40
Interest bonds, 1847	940,445	6 Jan. & July.	1878	...			Fire Loan Stock of 1838	292,641	6 J. A. J. & O.	1868	...
Refunded Stock bonds, 1859	320,000	6 " "	var.	101			616,000	7 Jan. & July.	1888	23	
Chicago Relief bonds, 1871	250,000	6 May & Nov.	1881	...			Consolidated bonds, 1873, reg. and coup.	1,391,084	6 " "	1893	...
Indiana—(\$610,000):							Railroad bond endorsements	4,707,608	var. Various	var.	...
Temporary Loan bonds, 1873	910,000	7 April & Oct.	1876	...			Tennessee—(\$47,185,817):				
Iowa—(\$543,000):							State Bonds (direct)	2,641,000	6 April & Oct.	30 yrs	44
War and Defense bonds, 1861	300,000	7 Jan. & July.	1881	...			Railroad & Co. Loan bonds	28,530,000	6 Jan. & July.	30 yrs	44
Funding acc. bonds 1863 to 1864	101,175	6 Jan. & July.	'83-'84	...			Funding bonds, 1868 and 1868	7,141,000	6 " "	97-99	43
Bonds (various) 1860 to 1869	889,000	7 " "	'76-'99	...			Funding bonds, 1873, coupon and reg.	6,222,000	6 " "	1914	43
Military loan bonds, 1864 to 1869	346,000	7 " "	'84-'99	...			Tennessee—(\$4,822,073):				
Louisiana—(\$21,099,100):							State Bonds	125,000	6 Jan. & July.	1877	...
Treasury Relief bonds, 1853	735,000	6 Jan. & July.	1863	40			State Bonds	75,000	6 " "	1892	...
Levee bonds, 1866	1,000,000	8 Various	1880	41			Frontier Defense (gold) bonds	697,000	7 " "	1910	...
Levee bonds, 1867	3,992,000	5 May & Nov.	1907	41			Revenue Deficiency (gold) bonds	500,000	7 " "	1892	...
Levee bonds, 1870	2,966,000	8 Mar. & Sept.	1875	41			Funding (gold) Bonds	1,000,000	7 " "	1904	...
Funding (coupon) bonds, 1866	722,100	6 Jan. & July.	'86-'88	...			Funding (currency) Bonds	279,000	10 Mar. &		

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Adirondack:	\$					Blue Ridge, (S. Car.):	\$				
1st Mortgage.....	940,000	7 Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold).....	4,000,000	7* Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:						Boston and Albany:					
1st Mortgage, guar. by Ala.	5,260,000	8* Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.....	5,000,000	7 Feb. and Aug.	Boston.	'91-'9	115
2d Mortgage.....	2,673,000	8 " " "	" "	1889	....	Boston, Clinton and Fitchburg:					
Receiver's Bonds.....	1,200,000	7				1st Mortgage (Agricultural Br.).....	400,000	6 Jan. & July.	Boston.	1884	85
Alabama and Georgia:						1st Mortgage (Equalization).....	248,000	7 " " "	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8 Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation).....	252,000	7 " " "	"	1890	95
Alabama Central:						Equipment Mortgage.....	350,000	8 Apr. and Oct.	"	1891	90
1st Mortgage.....	1,600,000	8 Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:					
Albany and Susquehanna:						Sinking Fund Mortgage.....	543,000	6 Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7 Jan. & July.	New York.	1888	109	Consol. Mortgage for \$2,000,000.....	965,000	7 Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7 April & Oct.	" " "	1885	103	Boston, Hartford and Erie:					
3d Mortgage.....	434,000	7 May & Nov.	" " "	1881	....	1st Mortgage (old).....	273,000	7 Mar. and Sept.	Boston.	1884	....
Albany Loan.....	933,000	6 " " "	" " "	1895	....	1st Mortgage (Bordell).....	15,000,000	7 Jan. and July.	New York.	1900	10
Alexandria and Fredericksburg:						1st Mortgage, guar. by Erie.....	5,000,000	7 " " "	"	1900	184
1st Mortgage.....	1,000,000	7 June & Dec.	Philadelphia.	1896	....	Mass. L. (ass'd by \$4,000,000 Ber.).....	3,600,000	7* " " "	Boston.	1890	....
Allegheny Valley:						Boston and Lowell:					
General Mortgage.....	3,967,000	7* Jan. & July.	New York.	1896	102	Bonds (Wharf Purchase).....	200,000	6 Apr. and Oct.	Boston.	1879	101
Special Mortgage to Penn.	3,500,000	5 January.	Harrisburg.	....	Bonds of 1872 for \$1,900,000.....	995,000	7 " " "	"	1892	108	
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7 April & Oct.	Phil. or Lond.	1900	92	Boston and Maine:					
Funding Income (traffic guar.)	5,402,900	7 " " "	Pittsburg.	1894	47	Bonds of 1893 (coupl. and reg.).....	3,200,500	7 Jan. and July.	Boston.	'93-'94	111
American Central:						Boston and New York Air Line:					
1st Mort., guar. by C. B. & Q.	645,000	7 Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7 Feb. and Aug.	New York.	1895	100
Androscoggin:						Boston and Providence:					
1st Mortgage (Bath Loan).....	425,000	6 Jan. & July.	Bath, Me.	1891	....	Bonds to purchase P., W. & B.R.d.	500,000	7 Jan. and July.	Boston.	1893	108
Arkansas Central (narrow gauge):						Branswick and Albany:					
1st Mortgage.....	1,200,000	7* Jan. & July.	Lond. or Ams.	1891	....	1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6* Apr. and Oct.	New York.	1908	....
Ashtabula, Youngstown & Pitts.:						2d Mort. sinking fund gold.....	2,350,000	7* " " "	"	1893	....
1st Mortgage.....	1,500,000	7* April & Oct.	New York.	1901	....	Buffalo, Bradford and Pittsburg:					
2d Mortgage, Income.....	400,000	7 Jan. and July.	Pittsburgh.	1904	....	General Mortgage.....	550,000	7 Jan. & July.	New York	1896	....
Athchison and Nebraska:						Buffalo, Corry and Pittsburg:					
1st Mortgage.....	3,750,000	8 March & Sept.	Boston.	1896	....	1st Mortgage.....	700,000	7 Jan. and July.	New York.	1886	....
Athchison, Topeka and Santa Fe:						Buffalo and Erie:					
1st Mortgage (gold).....	7,041,000	7* Jan. & July.	New York.	1899	89	Mort. bonds (ass'd by LS&MS).....	200,000	7 Jan. and July.	New York.	1882	....
Land Grant Mortgage (gold).....	3,374,500	7* April & Oct.	Boston.	1900	81	Mort. bonds (" ").....	300,000	7 March & Sept.	"	1886	....
1st Mort. (Wichita Br.) (traf. guar.)	412,000	7 Jan. & July.	" " "	1902	52	Mort. bonds (" ").....	3,000,000	7 Apr. and Oct.	"	1898	105
Consol. mort. gold (Jct. 1, '76).....	2,074,000	7* " " "	" " "	1903	52	Buffalo and Jamestown:					
Consol. Second Mort. (gold).....	976,000	7* April & Oct.	N. Y. or Bost.	1903	104	Mortgage.....	1,000,000	6* " " "	New York.	1902	....
Land Income bonds.....	475,000	12 Jan. & July.	Boston.	....	Buffalo, New York and Erie:						
Atlanta and Richmond Air Line:						1st Mortgage (assumed by Erie).....	2,000,000	7 June & Dec.	New York.	1877	94
1st Mortgage (guar. by Georgia).....	4,248,000	8 Jan. & July.	New York.	1900	60	Buffalo, New York & Phila.:					
Atlanta and Great Western:						1st Mortgage.....	2,296,000	6* Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	14,922,200	7* Jan. & July.	N.Y. or Lond.	1902	....	2d Mortgage for \$1,000,000.....	231,500	10 " " "	"	1893	....
2d Mortgage (gold).....	10,173,679	7* March & Sept.	" " "	1902	....	Burlington, Cedar Rapids & Minn.:					
3d Mortgage (gold) Income.....	25,783,000	7* May & Nov.	" " "	1902	....	1st Mortgage, stg., skg. fund.....	5,410,000	7* May & Nov.	N. Y. & Lond.	1910	374
Atlantic and Gulf:						1st Mort., (gold) Mil. Div.	2,200,000	7* Feb. and Aug.	"	1902	....
Consolidated 1st Mortgage.....	2,310,200	7 Jan. & July.	New York.	1887	....	Ruttington and Missouri River:					
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7 May & Nov.	" " "	1888	....	Land and R. R. Mortgage.....	4,600,250	7 April & Oct.	N. Y. & Bost.	1893	110
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7 " " "	" " "	1889	....	Stock Bonds pref. 3d Ien.	322,500	8 Jan. & July.	Boston.	1875	....
Atlantic and Lake Erie:						Stock (common) Bonds.....	308,000	8 April & Oct.	N. Y. & Bost.	1876	106
1st Mort. (gold) for \$5,000,000.						Stock (common) Bonds.....	303,500	8 Jan. & July.	"	1894	104
Atlantic, Miss. and Ohio (428 m.) :						Stock (common) Bonds.....	409,500	8 " " "	"	1889	....
1st Mortgage for \$15,000,000.	5,470,000	7* April & Oct.	New York.	1901	....	Burlington and Mo. Riv. in Neb.:					
2d Mort. to State (no int. till '80)....	4,000,000	....				1st Mortgage convertible.....	5,716,000	7 Jan. & July.	N. Y. & Bost.	1894	102
Atlantic and Pacific:						Bonds convertible until 1892....	600,000	8 " " "	Boston.	1883	90
Land Mortgage gold bonds.....	2,829,000	6* Jan. & July.	New York.	1888	....	Burlington and Southwestern:					
2d Mortgage for \$3,000,000 (gold)....	2,015,500	6* May & Nov.	" " "	1888	61	1st Mortgage (\$20,000 per mile).....	1,800,000	8 May & Nov.	Boston.	1891	....
1st Mort. (S. Pac. R.) assumed.....	7,188,500	6* Jan. & July.	" " "	1889	....	Cairo and Fulton (Arkansas):					
1st Mort. (Central Div.) gold.....	1,190,000	6* May & Nov.	" " "	1891	....	1st Mort. (R. R. and lands) S.E. F.	8,000,000	7* Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) L. G.	794,000	6* " " "	" " "	1901	....	Cairo and St. Louis (3 ft. gauge):					
Equipment Bonds.....	753,000	10 June & Dec.	" " "	1888	....	1st Mortgage.....	2,500,000	7 April & Oct.	New York.	1901	....
Income Bonds (for funding).....	529,800	6 " " "	" " "	1888	....	Cairo and Vincennes:					
Land Debentures.....	500,000	10 J. A. J. & O.	" " "	1884	....	1st Mortgage, gold.....	3,500,000	7* April & Oct.	N. Y. & Lond.	1908	....
Atlantic and St. Lawrence:						2d Mortgage.....	1,500,000	7 Jan. & July.	"	1893	....
Sterling bonds (not Mort. of 1853)....	484,000	6* May & Nov.	L. I. n.	1878	....	California Pacific:					
2d Mortgage (sterling) of 1864....	1,500,000	6* April & Oct.	" " "	1884	....	1st Mortgage, sinking fund.....	2,250,000	7 Jan. & July.	New York.	1889	....
3d Mortgage (sterling) of 1871....	718,000	6* May & Nov.	" " "	1891	....	Extension, or 2d Mortgage.....	3,500,000	7* " " "	"	1889	....
Portland City Bonds, 1st M., s. l.	787,000	6 " " "	Portland.	1886	....	First Income b. nds.....	1,000,000	10* " " "			
Bald Eagle Valley:						2d Income, or double track b. d's	1,000,000	6* " " "			
1st Mortgage.....	354,000	6 Jan. & July.	Philadelphia.	1881	....	Camden and Amboy:					
2d Mortgage.....	100,000	7 " " "	" " "	1884	....	Loan of 1853.....	1,700,000	6 Feb. & Aug.	Philadelphia.	1883	103
Baltimore and Ohio:						Loan of 1859.....	866,000	6 June & Dec.	Princeton.	1888	105
Loan of 1850-'51.....	579,500	6 Jan. & July.	Baltimore.	1880	103	Mortgage Loan of 1889.....	5,000,000	6 May & Nov.	Philadelphia.	1889	1074
Loan of 1858-'59.....	1,710,000	6 April & Oct.	" " "	1885	104	Sterling Loan, S. F. (£262,000).....	1,286,000	6* Feb. & Aug.	London.	1880	....
Loan of 1855-'56 (Balt.) skg fd.	3,253,026	6 Jan. & July.	" " "	1889	....	Camden and Atlantic:					
Loan of 1870-'75 (stg.) skg fund.....	3,318,956	6* March & Sept.	London.	1895	....	1st Mortgage.....	400,000	7* Jan. & July.	Philadelphia.	1883	112
Loan of 1872-1902 (stg.) S. F.	9,198,852	6* " " "	" " "	1902	....	2d Mortgage.....	500,000	7 April & Oct.	"	1879	105
Loan of 1874-1910 (stg.) S. F.	9,576,000	6* May & Nov.	" " "	1910	....	Camden and Burlington County:					
Baltimore and Potomac:						Consolidated 1st Mortgage.....	350,000	6 Feb. & Aug.	Philadelphia.	1897	99
1st Mort. (Funnel) gold guar.	1,500,000	6* Jan. & July.	Baltimore.	1911	....	Canada Southern:					
1st Mortgage (R. R.) gold guar.	3,000,000	6* April & Oct.	" " "	1911	....	1st Mort. (skg fdg'd for \$3,000,000).....	9,000,000	7* Jan. & July.	New York.	1906	521
Bangor and Piscataquis:						Cape Girardeau and State Line:					
1st Mort. (Banger loan).....	600,000	6 April & Oct.	Boston.	1890	....	1st Mortgage (gold).....	1,000,000	7 Jan. & July.	"	1891	....
1st Mort. (Bangor loan) extens'n	120,000	7 April & Oct.	Detroit.	1886	....	Cape May and Millville:					
Bay City and East Saginaw:						2d Mort. guar. by W. Jersey R.R.	400,000	7 April & Oct.	Camden.	....	95
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10 Jan. & July.	Portland.	1890	....	Carbondale and Shawneetown:					
Bedford and Bridgeport:						1st Mortgage.....	200,000	7* Jan. & July.	Philadelphia.	1883	102
1st Mortgage.....	1,000,000	7 April & Oct.	Philadelphia.	1892	....	2d Mortgage - Income Bonds.....	3,000,000	6* Jan. & July.	New York.	1923	75
Belfast and Moosehead Lake:						Carthage and Burlington:					
1st Mortgage (gold).....	150,000	6 May & Nov.	Portland.	1890	....	1st Mort., guar. by C. B. and Q.	472,500	8 May & Nov.	New York.	1879	108
Bellefonte and Snow Shoe:						2d Mortgage.....	1,200,000	7 April & Oct.	"	1914	....
1st Mortgage.....	90,000	6	Philadelphia.	1883	....	Cataswissa:					
Bellevfontaine and Indiana:						1st Mortgage (old).....	220,500	7 Feb. & Aug.	Philadelphia.	1882	....
1st Mort. ass'd by C. C. C. & I.	453,000	7 Jan. & July.	New York.	1890	....	1st Mortgage (new).....	1,200,000	7 " " "	"	1900	104
Bellefontaine and Southern Illinois:						Chattel Mortgage.....	200,850	5 May and Nov.	"	1888	....
1st Mort. guar. by St. L. A. & T. H.	1,1										

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.				Description of Bonds.	Amount.	Interest Payable.			
		When.	Where.	Due.	Price.			When.	Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW): 1st Mortgage, 1st Div. \$10,000.p.m.	\$700,000	7 Feb. & Aug.	New York	1891	---	Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar.C&NW	\$582,240	7 Jan. & July.	Boston.	1880	---
1st Mortgage 2d Div. \$10,000.p.m.	582,000	7 " "	"	1894	94	3d Mort. (now 2d) guar.C.&NW	211,500	7 Feb. & Aug.	New York.	1892	---
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7 May & Nov.	"	1916	94	Chicago and Milwaukee Railway: 1st Mort. guar. by C. and N.W.	1,700,000	7 Jan. & July.	New York.	1898	105
Central Branch Union Pacific: 1st Mort. (Atch. & Pke.) Peak.	1,600,000	6* May & Nov.	New York	1895	---	Chicago and Mich. Lake Shore: 1st Mortgage.....	477,000	8 March & Sept.	Boston.	1889	---
2d Mortgage Governm't stdy.	1,600,000	6 Jan. & July.	"	1895	---	1st Mortgage.....	5,500,000	8 Jan. & July.	"	1890	---
Central of Georgia:						1st Mortgage.....	1,350,000	8 May & Nov.	"	1891	---
General Mort. f'r \$5,000,000....	2,287,000	7 Jan. & July.	N.Y. & Savan.	1893	---	1st Mortgage (on Bran'h):	1,325,000	8 March & Sept.	"	1892	---
Macon & West.(Atlanta D.)b'ds	150,000	7 April & Oct.	Savannah.	1880	---	Chicago, Milwaukee and St. Paul: 1st Mort. (Mil. and St. Paul R'y)	5,900,000	7 Jan. & July.	New York.	1893	102
Central of Iowa:						2d Mort. (" ")	1,191,000	7 April & Oct.	"	1884	98
1st Mortgage gold, \$16,000 p.m.	2,700,000	7* Jan. & July.	New York	1899	---	1st Mort. (Chic. and Mil. Div.)	2,500,000	7 Jan. & July.	"	1903	---
2d Mortgage gold, \$4,000 p.m.	925,000	7* April & Oct.	"	1901	---	1st Mort. (East. Div. Palmer.)	547,000	8 May & Nov.	"	1874	---
Central of L. I. (Flush. N.C.&C.): 1st Mortgage.....	1,275,000	7 May & Nov.	New York	1889	---	1st Mort. (Iowa and Minn. Div.)	3,810,000	7 Jan. & July.	"	1897	92
Central of New Jersey: Convertible bonds of 1872....	4,400,000	7 May & Nov.	New York	1902	83	1st Mort. (Minnesota Central.)	190,000	7 " "	"	1894	---
1st Mort.(New) for \$5,000,000....	5,000,000	7 Feb. & Aug.	"	1890	106	1st Mort. (St. Paul Division.)	4,000,000	7* " "	"	1902	103
Newark Branch Bonds.....	600,000	7 Jan. & July.	"	1887	---	1st Mort. (Iowa and Dak. Div.)	837,000	7 " "	"	1899	93
Loan of Leb. & Co(N.co)(ass'd)	2,310,000	6 J. A. J. & O.	Philadelphia	1897	---	1st Mort. (Prairie du Chien Div.)	3,074,000	8 Feb. & Aug.	"	1898	117
Consol. Mort. for \$25,000,000....	14,150,000	7 " "	New York	1899	84	2d Mort. (" ")	1,315,000	7* " "	"	1898	96
Central Ohio (R. and O.): 1st Mortgage guaranteed.....	2,500,000	6 March & Sept.	Baltimore.	1890	1014	1st Mort. (Hast. and Dak. Div.)	467,000	7 Jan. & July.	"	1902	88
Central Pacific of California: 1st Mort. 30 years bonds, (gold).	25,781,006	6* Jan. & July.	New York	'95-'99	1094	1st Mort. (Mil. and Western.)	224,000	7 Jan. & July.	"	1891	---
Convertible 20 years bonds, gold	1,483,000	7* " "	"	1883	163	Real Estate Purchase.....	148,500	7 " "	"	1888	---
State Aid B'ds(Int. State)gold	1,500,000	7* " "	"	1884	108	Equipment and Bridges Bonds.....	2,045,000	10 June & Dec.	"	1883	---
2d Mort. (Governm't Subsidy).	25,885,000	6 " "	Sacramento	1884	---	Consol. Mort. for \$35,000,000....	2,154,000	7 Jan. & July.	"	1905	87
1st Mort. (Western Pacific) gold	2,735,000	6* " "	U.S.Treasury	'95-'99	109	Chicago and Northwestern: Preferred sinking fund (193 m.).	1,238,700	7 Feb. & Aug.	New York.	1885	106
1st Mort. (Calif. & Oregon) gold	7,291,000	6* " "	New York	1899	162	General 1st Mortgage (193 m.)	3,578,000	7* " "	"	1885	108
1st Mort. (S. Fr. Okld. & Ala.):	500,000	8* " "	"	1890	---	Funded coupons (193 m.)	740,300	7 May & Nov.	"	1883	165
1st Mort. San Joaquin V.D.)gold	6,050,000	6* April & Oct.	"	1900	96	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7 Feb. & Aug.	"	1885	90
Land bonds (Gen. Pac. Co.) gold	9,049,000	6* " "	"	1890	97	Green Bay Ext. (26m. & 76,000 ac.)	265,000	7* " "	"	1885	99
Central Vermont:						1st Mort. (Gal. & Chi. U.) 248 m.	1,892,000	7 " "	"	1882	167
1st Mort., Consol. (Vt. Central).	3,000,000	7 May & Nov.	Boston.	1886	11	Elgin and State Line.	122,000	6 Jan. & July.	"	1878	---
2d Mort., Consol. (").	1,500,000	7 June & Dec.	"	1891	41	Mississippi River Bridge	186,000	6 " "	"	1884	---
1st Mort. (Stan. Sheff. and Ch.)	500,000	7 Jan. & July.	"	1887	55	1st Mortgage (Peninsula)	328,000	7 March & Sept.	"	1898	101
Income and Extension Bonds..	1,008,600	8 May & Nov.	"	1902	60	Consol. skg fund (C. & N.W.R'y)	4,277,000	7 F. M. A. & N.	"	1915	---
Equipment Mort. (Vt. Central).	1,000,000	8 " "	"	176-'77	60	General Consol. Gold Bonds ..	9,768,000	7 June & Dec.	"	1902	94
Equipment Mort. (").	1,000,000	8 " "	"	1889	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7* April & Oct.	"	1911	---
Bonds, guar. (Vt. and Canada)	1,000,000	8 Jan. & July.	"	1891	30	1st Mort. (Menominee Extn.)	2,700,000	7 June & Dec.	"	1911	---
Mississiquoi R.R. (")	500,000	7 " "	"	1891	39	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7 " "	"	1898	---
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6 March & Sept.	"	1904	---	1st Mort. (Gal. & Mad. R. R.) guar	1,700,000	7 Jan. & July.	"	1898	105
Charleston and Savannah: 1st Mortgage guar. by State....	506,000	6 March & Sept.	Charleston.	1877	---	1st Mort. (Bel. & Mad. R. R.) guar	284,000	7 " "	"	1888	---
Funded Interest on 1st Mort....	157,400	7 " "	"	1889	---	Chicago, Portage and Superior: 1st M.s.f.(Chi. & N. Pac. Air-L.)	25,000pm	7* June & Dec	New York.	1902	---
Charlotte, Columbia & Augusta: 1st Mortgage.....	2,000,000	7 Jan. & July.	New York.	1895	76	Chicago, Omaha and St. Joseph: 1st Mortgage for \$8,000,000....	.....	8 April & Oct.	New York.	1901	---
Chariders:						1st Mortgage (Peninsular)	.....	8 " "	"	1891	---
1st Mort. guar. by Penna.....	500,000	7 April & Oct.	Philadelphia.	1901	---	Chicago and Paducah (C. B. & Q.): 1st Mortgage (26,000 p. m. gold.)	2,304,000	7* Jan. & July.	Boston.	1903	---
Cheraw and Darlington: 1st Mortgage dated Jan. 1, 1871.	141,000	8 April & Oct.	Charleston.	1888	---	Chi., Pekin & Southwern (C.B.Q.): 1st Mortgage for \$10,000 per mile	700,000	8 Feb. & Aug.	New York.	1901	---
2d Mortgage dated Jan. 1, 1869.	75,000	7 Jan. & July.	"	1888	---	Chicago, Rock Island and Pacific: 1st Mortgage skg. fund.	9,000,000	7 Jan. & July.	New York.	1898	139
Cherry Valley, Sharon and Alb.: 1st Mort. con. guar. by A. & S. Co.	300,000	7 June & Dec.	New York.	1899	---	1st Mort. gold, tax free, guar.	5,000,000	7* May & Nov.	New York.	1889	---
Cheapeake and Ohio: 1st Mort. (gold) skg fd for \$15,000,000.	15,000,000	6* May & Nov.	New York	1890	25	1st Mortgage gold (Atchison Br.)	1,000,000	7 June & Dec.	"	1901	---
1st Mort. Extension.(con. or reg)	5,426,000	7 Jan. & July.	"	1902	---	Chicago, Wisconsin & Canada: 1st Mort. gold, skg fd for \$410,000	.....	7* Jan. & July.	New York.	1902	---
1st Mort. (Va. Con.) guar. by Va.	100,000	6 " "	"	1880	---	Chicago and Superior: 1st Mortgage (Mad. & Portage)gold	600,000	7* April & Oct.	New York.	1900	---
3d Mort. (") coupon.....	902,000	6 " "	"	1884	---	1st Mortgage (gold) for \$5,000,000	7* Jan. & July.	"	1902	---	
Income (") coupon.....	300,000	8 " "	"	1876	---	Chillicothe and Brunswick: 1st Mort. guar. by St. L., K. C. & N.	500,000	8 Jan. & July.	New York.	1894	---
Funded Interest, coupon.....	160,500	8 " "	"	1877	---	Cincinnati, and Baltimore: 1st Mort. guar. by B. & O. & M. & C.	322,000	7 Jan. & July.	Baltimore.	1900	98
Cheshire: Coupon bonds (no Mort.)....						1st Mort. guar. by Hamilton and Dayton:	1,250,000	7 May & Nov.	New York.	1890	---
Chester Creek (Phil. & Balt. Cent.): 1st Mort. guar. by P. W. & B.	773,500	6 Jan. & July.	Boston.	'77-'80	974	2d Mortgage of 1865.	500,000	7 Jan. & July.	"	1886	---
Chester and Tamaqua: 1st Mortgage.....	185,000	6 Jan. & July.	Philadelphia.	1903	---	3d Mortgage of 1867.	500,000	8 June & Dec.	"	1877	---
Chicago and Alton: 1st Mortgage, pref. sinking fund.	26,000	7 May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (O. H. & D.): 1st Mort., guar. for \$2,500,000.	1,846,000	7 Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7 Jan. & July.	"	1893	118	1st Mort., guar. by L. C. & L. F.	1,120,000	7* March & Sept.	New York.	1901	84
2d Mortgage Income.....	1,100,000	7 April & Oct.	"	1883	106	Cincinnati and Martinsville: 1st Mort., guar. by L. C. & L. F.	471,000	7* June & Dec.	"	1914	---
Consol. Bonds (\$200 stg. each).	3,392,500	6* Jan. & July.	London.	1903	---	1st Mort., guar. by C. H. & D.	400,000	7 Feb. & Aug.	New York.	1906	---
1st Mort. (St.L. & C.) assumed	664,000	7 April & Oct.	New York.	1894	104	1st Mortgage.....	1,500,000	7 Jan. and July.	New York.	1901	---
2d Mort. (") " "	188,000	7 Jan. & July.	"	1898	92	Consolidated Mortgage.....	65,000	7 " "	"	1889	---
1st Mort. (Louisiana and Mo.).	4,500,000	7 Feb. & Aug.	"	1900	92	Cincinnati, Lafayette and Chi.:	1,120,000	7* March & Sept.	New York.	1901	---
Chicago, Burlington and Quincy: Trust Mortgage skg fund.....	4,571,000	8 Jan. & July.	New York.	1883	1st Mort.	471,000	7* June & Dec.	New York.	1914	---	
Trust Mortgage, skg fund conv.	150,000	7 " "	"	1883	---	Cincinnati, and Muaking Valley: 1st Mortgage.....	400,000	7 Jan. and July.	New York.	1906	---
Trust Mortgage (Burl. to Peoria)	680,000	7 April & Oct.	"	1890	---	1st Mort.	1,500,000	7 Jan. and July.	New York.	1901	---
Loan of 1872:	2,391,475	7 Jan. & July.	Boston.	1896	---	Consolidated Mortgage.....	560,000	7 Jan. and July.	New York.	1895	---
Bonds of 1875, Sinking Fund..	4,624,000	5 June & Dec.	"	1895	88	1st Mort.	65,000	7 " "	"	1889	---
Consol. Mortgage for \$30,000,000.	3,428,000	7 " "	"	1903	111	Cinc. Rich. & Ft. Wayne(G.R. & L.): 1st Mort. gold, guar.....	1,800,000	7* June & Dec.	New York.	1921	---
1st Mort. (Am. Cen. R.R.) guar.	615,000	8 " "	New York.	1878	---	1st Mort.	1,072,300	7 June & Dec.	New York.	1890	60
1st Mort. (Car. and Burl.) guar.	503,500	8 May & Nov.	"	1879	---	1st Mort.	988,000	8 Feb. & Aug.	Boston.	1900	---
1st Mort. (Dix. Peo. & Han) guar.	753,000	8 Jan. & July.	"	1889	---	1st Mort.	350,000	7 March & Sept.	"	1901	65
1st Mort. (Ill. Gr. Trunk) guar..	933,000	8 April & Oct.	Boston.	1890	---	Cincinnati, and Springfield: 1st Mort.	1,000,000	7 " "	New York.	1911	---
1st Mort. (Keok. & St. Paul)guar.	864,500	8 " "	"	1879	---	2d Mortgage.....	2,000,000	7 April & Oct.	New York.	1901	---
1st Mort. (O. & C. & Po. Rv.)guar.	1,131,000	8 Jan. & July.	N.Y. & Bost.	1900	---	1st Mort.	588,256	7 Jan. and July.	"	1902	---
1st Mort. (Peo. and Han.) guar.	571,000	8 " "	New York.	1878	---	Cincinnati, Wabash and Mich.: 1st Mortgage for \$16,000 p. m.	2,000,000	7* Jan. and July.	New York.	1901	---
1st Mort. (Quiney & War.) guar.	756,000	8 " "	N.Y. & Bost.	1890	---	1st Mortgage	1,740,500	7* June & Dec.	New York.	1901	---
2d Mort. (Northern Cross) gold.	941,000	4* " "	Frankfort.	1890	---	1st Mortgage sinking fund.....	3,000,000	7 May & Nov.	New York.	1899	110
Chicago and Canada Southern: 1st Mortgage.....	2,467,000	7 Apr. and Oct.	New York.	1902	---	1st Mort.	291,000	7 June & Dec.	New York.	1890	60
Chicago, Cincinnati and Louisv.:	1,000,000	7 Jan. & July.	New York.	1887	---	1st Mort.	425,000	7 Jan. and July.	"	1899	---
Chicago, Clinton and Dubuque:	1,500,000	8 June & Dec.	Boston.	1896	---	1st Mort.	2,420,000	7 June and Dec.	N.Y. or L.ond.	1911	---
1st Mort. guar. C. and B.Q.	1,500,000	7* Apr. and Oct.	New York.	1909	---	1st Mort.	740,500	7 Feb. and Aug.	New York.	1902	---
Chicago, Danville and Vincennes:	2,500,000	7* Apr. and Oct.	"	1912	---	3d (now 2d) Mort. (skg fund) 1856	654,500	7 March & Sept.	"	1876	---
1st Mort. (Ill. Div.) gold....	825,000	7* " "	"	1898	---	1st Mort. (Niles & New Lisbon)	500,000	7 Jan. and July.	"	1890	---
Chicago, Dubuque and Minn.:	1,425,000	6 June & Dec.	Boston.	1896	25	1st Mort.	1,350,000	7* Jan. and July.	New York.	1900	---
1st Mortgage guar. \$25,000 p. m.	4,425,000	6 Jan. & Dec.	"	1890	---	1st Mort.	950,000	7* " "	"	1902	---
Chicago and Iowas :						1st Mort.	1,350,000	7* Jan. and July.	New York.	1900	---
1st Mortgage for \$25,000,000....	2,303,000	7 Jan. & July.	N.Y. & Bost.	1901	82	1st Mort.	950,000	7* " "	"	1902	---

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	7	Jan. and July	New York	1913	...	Detroit & Bay City (Mich. Cent.):	\$ 2,830,000	8	May and Nov.	New York	1902	94
Construction and Equip. bonds.	1,096,000	6	" "	"	1892	105	1st Mort. (\$424,000 guar.)						
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	" "	1900	110	Detroit, Eel River and Illinois:	1,828,000	8	Jan. & July.	New York	1891	...
Consol. sinking fund guar.							1st Mortgage for \$22,000 p.m.						
Clev., Painesville & Ashtabula:	1,000,000	7	Jan. & July.	New York	1880	107	Detroit, Hillsdale and Indiana:	1,170,000	8	June & Dec.	New York	1890	...
Regist'd bds(ass'd by LS&MS.)	1,000,000	7	April & Oct.	"	1892	107	1st Mort. \$16,000 p. m. guar.	300,000	8	Jan. & July.	"	1881	...
3d Mortgage (" ")	1,000,000	7					2d Mortgage, (coupon) guar.						
Cleveland and Toledo:	1,595,000	7	Jan. & July.	New York	1885	110	Detroit, Lansing and Lake Mich.:	8,219,000	8	April & Oct.	Boston	1896	...
1st Mort. ass'd by LS&MS.)	860,000	7	April & Oct.	"	1886	106	1st Mortgage (on Branches).	5,759,000	8	June & Dec.	"	1897	...
2d Mortgage (" ")							2d Mortgage	8,259,000	8	Feb. & Aug.	"	1898	44
Colebrookdale:	584,700	6	June & Dec.	Philadelphia	1898	...	1st Mort. (Ionia and Lansing).	770,000	8	Jan. & July.	New York	1889	...
1st Mort. guar. by Ph. and Rdg	225,000	8	June & Dec.	Boston	1890	...	2d Mort. (" ")	51,000	8	May & Nov.	"	1890	...
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (G.W. of U.S.):	2,500,000	7	May & Nov.	New York	1876	...
Columbus, Chicago & Ind. Cent.:	15,344,750	7	April & Oct.	New York	1908	37	1st Mortgage, (D. & M. R. Y.).	1,000,000	8	"	"	1876	...
1st Mortgage Consol. skg fund.	5,582,400	7	Feb. & Aug.	"	1909	52	2d Mortgage (" ")	625,924	7	Jan. & July.	"	1876	...
2d Mortgage skg fund.	3,893,000	7	" "	"	1890	...	1st Funded Coup. (D. & M. R. R.)	275,784	7	May & Nov.	"	1876	...
Income convertible.							2d Funded Coup. (" ")	150,000	7	April & Oct.	"	1878	...
1st Mort. (Chic. and Gt. Eastern):	461,000	7	April & Oct.	"	"		3d Mort. (" ")	100,000	7	Jan. & July.	"	1878	...
2d Mort. (" ")	344,400	7	Jan. & July.	"	"		250,000	8	Feb. & Aug.	"	1886	...	
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	...	Bonds of Sept. 1, 1866.	110,000	7	March & Sept.	"	1886	...
1st M. s.l.c. (" ")	39,650	7	May & Nov.	"	"		Bonds of June 30, 1866.	1,702,817	6	Jan. & July.	"	1886	...
1st Mort. (Col. and Ind. Cent.):	2,632,000	7	Jan. & July.	"	"		Detroit, Mon. and Tol. (L.S. & M. S.):	924,000	7	Feb. & Aug.	New York	1876	108
2d Mort. (" ")	821,000	10	May & Nov.	"	"		1st Mortgage Aug. 1, 1866.	753,000	8	Jan. & July.	New York	1889	101
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	"	"		Dixon, Peoria and Hannibal:	1,200,000	7	June & Dec.	New York	1900	...
2d Mortgage (Ind. Central):	666,500	7	" "	"	"		1st Mort. (Columbus):	1,500,000	7	Jan. & July.	New York	1908	...
1st Mort. (Tol. Loganspt & Bur.):	554,500	7	Feb. & Aug.	"	"		1st Mortgage tax free.	882,000	7	Jan. & July.	New York	1883	108
Income (" ")	74,024	7	" "	"	"		Dubuque and Sioux City:	450,000	7	April & Oct.	New York	1883	...
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	"		1st Mortgage, preferred.	78,500	7	Jan. & July.	"	1883	...
Columbus, Springfield and Cin.:	1,000,000	7	March & Sept.	New York	1901	...	Dunkirk, Allegheny Val. & Pittsb.:	1st Mortgage (gold).					
1st M. (assumed by Cin. S. & O.):							Dutchess and Columbia:	1,200,000	7	June & Dec.	New York	1900	...
Columbus and Hocking Valley:	1,500,000	7	April & Oct.	New York	1897	...	1st Mortgage Jan. 1, 1868.	1,500,000	7	Jan. & July.	New York	1908	...
1st Mortgage skg fund.	300,000	7	Jan. & July.	"	"		East Alabama and Cincinnati:	1st Mort. endorsed by Alabama.					
1st M. on Branch(& 2d on main):	634,000	7	" "	"	"		East Brandywine & Waynesboro:	1st Mort. guar. by Pa. R.R.					
General Mortgage:							East Pennsylvania (Ph. & Rdg.):	1st Mortgage (assured).					
Columbus and Xenia:	302,000	7	March & Sept.	New York	1890	...	East Tennessee, Virginia & Ga.:	405,900	7	March & Sept.	Philadelphia	1888	105
1st Mortgage, guar by L.M.R.R.							1st Mort. eck fund for \$3,500,000	2,909,000	7	Jan. & July.	New York	1900	93
Connecticut and Passaic Riv.:	670,500	7	April & Oct.	Boston	1893	95	2d Mortgage	190,000	4	"	"	182-187	...
New Mortgage for \$1,500,000.	289,500	6	June & Dec.	"	1876	99	1st Mort. (Ass'd by Pa. R.R.):	147,000	6	May & Nov.	"	1886	...
1st Mortgage sinking fund.	607,500	7	" "	"	"		Endorsed Bonds (East T. & Va.):	92,000	6	Jan. and July.	"	1886	...
Coupon Notes.	400,000	6	Jan. & July.	"	"		Company Bonds (E. T. & Ga., old):	635,000	6	"	"	1886-88	...
1st Mort. (Massawippi) guar. gold	250,000	6	March & Sept.	Boston	1878	...	Company Bonds (" new")	125,400	6	"	"	1876	...
Connecticut River:							Eastern Mass.:	194,400	6	Jan. & July.	Boston	1876	51
1st Mortgage skg fund.							1st Mort. (Essex R.R.) assumed.	160,000	6	April & Oct.	"	1885	...
Connecticut Valley:							Loan of 1865.	959,000	7	March & Sept.	"	1887	53
1st Mortgage.	1,000,000	7	Jan. & July.	New York	1901	...	Loan of 1867.	1,000,000	6	March & Sept.	"	1888-89	...
Connecticut Western:							Loan of 1868.	500,000	6	May & Nov.	"	1889	...
1st Mortgage tax free.	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	...	Ten year coupon notes.	1,163,000	7	"	"	1882	49
Connecting (Philadelphia):							Ten year coupon notes.	2,513,500	7	"	"	1883-84	49
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia	1.2.3.4.	40	Sinking Fund Bonds.	2,300,000	5	May & Nov.	"	1884	47
Cooperstown and Susq. Valley:	100,000	7	March & Sept.	"	"		Sterling Smk. Fd. Bonds.	2,578,048	6	March & Sept.	London	1888	...
1st Mortgage.	100,000	7	" "	"	"		Eastern Shore (Md.):	400,000	6	Jan. & July.	Philadelphia	1880	...
Cowanesque Valley:	250,000	6	March & Sept.	Boston	1878	...	1st Mortgage.	200,000	6	April & Oct.	"	1886	...
1st Mortgage, gold.	95,000	7*	Jan. & July.	New York	1902	...	2d Mortgage	1,000,000	7	Jan. & July.	New York	1890	...
2d Mortgage.	160,000	7	May & Nov.	"	"		1st Mortgage, convertible.	3,000,000	8	March & Sept.	New York	1890	...
Cumberland & Penn. (Consol. Coal):	803,500	6	March & Sept.	New York	1891	...	Elizabethtown and Paducah:	1,000,000	7	Jan. & July.	Philadelphia	1880	102
1st Mortgage.	648,000	6	May & Nov.	"	"		1st Mortgage guaranteed.	570,000	5	April & Oct.	"	2862	64
Cumberland Valley:	161,000	8	April & Oct.	Philadelphia	1904	...	Erie Railroad:	2,483,000	7	May & Nov.	New York	1897	109
1st Mortgage.	105,500	8	" "	"	"		1st Mortgage, extended.	2,174,000	7	March & Sept.	"	1879	108
Plain bonds.	81,800	6	" "	"	"		2d Mortgage	4,852,000	7	"	"	1883	100
Danbury and Norwalk.	100,000	7	Jan. & July.	New York	1890	...	3d Mortgage	2,987,000	7	April & Oct.	"	1880	97
Mortgage Bonds of 1860.	200,000	7	" "	"	"		4th Mortgage convertible.	709,500	7	June & Dec.	"	1883	100
Mortgage Bonds of 1870.	200,000	7	" "	"	"		Buffalo Branch, 1st mortg.	182,600	7	Jan. & July.	"	1891	...
Danv., Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia	1887	40	5th Mortgage convertible.	12,076,000	7	"	"	NY & London	1920
1st Mortgage.	300,000	7	" "	"	"		6th Mortgage convertible.	14,400,000	7	June & Dec.	London	1894	...
2d Mortgage.							7th Mortgage convertible.	10,000,000	7	J. A. J. and O.	London	1903	...
Danv., Urb. Bloomington & Pekin:	1,000,000	7	April & Oct.	New York	1909	...	Erie and Pittsburg (Penn.):	292,200	7	Jan. & July.	New York	1882	...
1st Mortgage.	2,000,000	7*	April & Oct.	New York	1911	...	1st Mortgage.	92,800	7	April & Oct.	"	1890	...
Davenport and St. Paul:	3,000,000	7*	April & Oct.	New York	1911	...	2d Mortgage	2,192,000	7	Jan. & July.	"	1898	...
1st Mort. gold skg fd \$20,000 p.m.							Consolidated Mortgage.	750,000	7	April & Oct.	"	1890	...
Dayton and Michigan (C.H. & D.):	1,855,000	7	Jan. & July.	New York	1881	...	Equipment Mortgage.						
1st Mortgage sinking fund guar.	441,000	7	March & Sept.	"	1884	...	European & N. American (Me.):	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	...
2d Mortgage, guar.	356,000	7	April & Oct.	"	1888	...	Bangor City Bonds (1st m. 55 m. 55 m. L. M. & 1st on 59, & 2d on 55 m. 55 m. New Mortg. for \$6,000,000. Evansville and Crawfordsville:	1,000,000	6	Jan. & July.	"	1890	...
3d Mortgage, guar.	105,500	7	March & Sept.	"	"		1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York	1887	...
Toledo Depot bonds, guar.	140,000	7	March & Sept.	New York	1879	...	1st Mortgage (109 m.)	636,000	7	May & Nov.	"	1887	...
Dayton and Union:	135,000	7	June & Dec.	"	1879	...	1st Mort. (Rockville Extension):	147,000	7	Feb. & Aug.	"	1880	...
Income Bonds	252,445	6	" "	"	"		Evansville, Terre Haute & Chi.:	775,000	7	May & Nov.	New York	1900	...
Dayton and Western (L. M. R. R.):	142,000	7	March & Sept.	New York	1881	...	1st Mortgage, gold.	775,000	7	Jan. & July.	"	1890	...
1st Mortgage (assumed):	495,000	7	Jan. & July.	"	1905	...	Fall River, Warren & Prov. (B&P):	200,000	7	Jan. & July.	Providence	1882	...
1st Mortg. (" ")							1st Mortgage.	200,000	7	Jan. & July.	"	1882	...
Decatur, Sullivan and Mattoon:	500,000	8	March & Sept.	New York	1901	...	Fitchburg:	500,000	7	April & Oct.	Boston	1894	1124
1st Mortgage.							Bonds of 1874.						
Delaware (P. W. and Balt.):	650,000	6	Jan. & July.	Philadelphia	1865	...	Flint and Pere Marquette:	2,210,000	8	March & Sept.	New York	1888	...
1st Mortgage, guar.	100,000	6	" "	"	1880	...	1st Mort. Land Gr. (3d series):	425,000	10	May & Nov.	"	1888	...
1st Mortgage extension.	170,000	6	" "	"	"		Flint & Holly S. F. (3d series):	100,000	10	Jan. & July.	Newark	1882	...
Delaware State Loan:	2d M. Ext. (" ")	200,000	7	May & Nov.	"		1st Mort. County Bonds (guar.):	75,000	10	March & Sept.	New York	1887	...
Delaware, Lackawann &													

AMERICAN RAILROAD BOND LIST.

An asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Florida:						Huntingdon and Broad Top Mt.:	\$				
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890
Flushing, North Side and Central:						2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York	1901	Consolidated Mortgage.....	1,375,000	7	April & Oct.	"	1895
1st Mort. (Central of N. S.)	1,275,000	7	"	"	1889	Illinois Central:					
1st Mort. (Cent. R. R. Ext'n.)	200,000	7	May and Nov.	"	1903	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	General Mortgage for \$15,000,000	500,000	6*	"	London.	1895
Sterling Loan.....	1,500,000	6*		London.	---	Sterling Bonds, Sinking Fund.....	4,792,000	5*	"	"	1903
Ponda, Johnstone & Gloversville:						1st Mortgage guaranteed.....	93,000	8	April & Oct.	Boston.	1890
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	Indiana and Illinois Central:					
Port Wayne, Jackson & Saginaw:						1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901
1st Mortgage, traffic guarantees.....	1,500,000	8	Jan. & July.	New York.	1889	Indiana North and South:					
2d Mortgage.....	500,000	8	April & Oct.	"	1881	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903
Port Wayne, Muncie & Clin.:						Indianapolis, Blooming. & West:					
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1890	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909
2d Mortgage.....	500,000	8	"	"	1898	1st Mortgage Extension gold.....	5,500,000	7*	Jan. & Ju.	"	1812
Framingham and Lowell:						2d Mortgage.....	1,500,000	8	"	"	1890
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	Indianapolis and Madison:					
2d Mortgage.....	150,000	8	"	"	1888	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881
Frederick and Pennsylvania Line:						1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908
Fremont, Elkhorn & Mo. (SC&P):						2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900
1st Mortgage.....	600,000	7	April & Oct.	-----		International and Gt. Northern:					
Galena & Chic. Union (C. & N. W.):						1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oc.	New York.	1911
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	Convertible B'ds()	1,473,000	8	Feb. & Aug.	"	1892
2d Mortgage.....	45,000	7	May & Nov.	"	1875	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900
Galv., Harrisburg & San Antonio:						Convert. B'ds()	1,077,000	8	Feb. & Aug.	"	1892
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	Indianapolis, Cin. and Lafayette:					
Galveston, Houston & Henderson:						1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899
Geneva, Ithaca and Athens:						Funded Interest Bonds, coupon.....	468,100	7	March & Sept.	"	78-'86
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	Equipment Bonds, registered.....	375,000	10	"	"	1883
Georgia (and Banking):						1st Mort. (Ind'polis & Cin.) 1858	1,600,000	7	April & Oct.	"	1888
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	'75-'90	1st Mort. (Clin. & Indiana).....	49,000	7	June & Dec.	"	1892
Gilman, Clinton & Springfield:						2d Mort. () guar.	1,497,000	7	Jan. & July.	"	177-'89
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	Indianapolis and St. Louis:					
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	1st Mortgage.....	7	Jan. & July.	New York.	1919	
Goshen and Deckertown (Erie):						1st Mortgage.....	2,000,000	7	March & Sept.	"	1919
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	1st Mortgage.....	7	April & Oct.	"	1919	
Grand Rapids & Indiana:						2d Mortgage.....	1,000,000	7	May & Nov.	"	1900
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1890	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881
1st Mort. L. G. not guar. gold..	3,224,000	7*	April & Oct.	"	Jonia and Lansing (D. L. & I. M.):						
Grand River Valley (Mich. Co.):						1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890
1st Mort., assumed by Lessees.....	1,000,000	8	Jan. & July.	New York.	1888	2d Mortgage.....	81,000	8	May & Nov.	"	1886
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):						1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	1st Mortgage.....	1,360,000	8	April & Oct.	New York.	1900
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	2d Mortgage.....	1,000,000	7	May & Nov.	"	1900	
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	Perp.	Equipment Mortgage.....	3,000,000	7	Jan. & July.	"	1881	
1st Preference Bonds £2,218,149	16,090,745	5*	Jan. & July.	Irrad.	Jacksonville, North West & S. East:						
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	
3d Preference Bonds £2,163,910	35,819,550	4*	"	"	Jacksonville, Pensac. and Mobile:						
Provincial Debentu's £3,111,500	15,557,500				1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	
Great Western of Canadas:					2d Mortgage.....	3,000,000	8	Jan. & July.	"	1880	
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1878	1st Mortgage.....	1,317,000	8	Jan. & July.	New York.	1886
Mortgage Bonds £547,000.....	2,725,000	5*	April & Oct.	"	2d Mortgage.....	810,000	8	May & Nov.	"	1890	
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	Consolidated Mortgage (236 m.)	158,000	8	March & Sept.	"	1878	
D. benture Bonds £1,743,160.....	8,715,900	5	Jan. & July.	Perp.	Jacksonville, North West & S. East:	1,968,000	8	"	"	1891	
Great Western Rail'way of 1859:					1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	2d Mortgage.....	427,000	7	Jan. & July.	New York.	1880
2d Mort., "	2,500,000	7	May & Nov.	"	1st Mortgage.....	3,000,000	8	Jan. & July.	"	1899	
Green Bay and Minnesota:					2d Mortgage.....	2,004,000	7	Jan. & July.	New York.	1887	
Greenville and Columbia:					1st Mort. (Hawley Section).....	500,000	7	Jan. & July.	"	1889	
1st Mortgage guar. by B. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	2d Mort. ().....	84,000	7	"	"	1889
1st Mortgage not guaranteed....	376,766	7	"	"	1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1899	
Greenwich and Johnsonville:					Jeffersonville, Madison & Indian:						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906
Gulf, Western Texas and Pacific:					2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	-----	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	
Hannibal and Naples (T. W. & W.):					Jersey City and Albany:						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	1st Mortgage.....	260,000	7*	Jan. & July.	New York.	1913
2d Mortgage.....	225,000	7	Jan. & July.	"	1st Mortgage (Ridglefield Park).....	300,000	7	May & N.	"	1912	
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	1st Mortgage Chicago (C. & Alton).....	336,000	8	Jan. & July.	New York.	1882
Hannibal and St. Joseph:					1st Mortgage skg fund guar.....	1,188,000	8	Jan. & July.	"	110	
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	Junction, Philadelphia:					
Missouri State Loan.....	1,500,000	6	"	"	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	
Fifteen years' bonds (277 m.)....	3,798,000	3	March & Sept.	"	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	102	
1st Mort. (Q. & Palm. R. 15 m.)	500,000	8	Feb. & Aug.	"	Junction and Breakwater:						
1st Mort. (K. City & Cam. RR 55 m.)	1,200,000	10	Jan. & July.	"	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	Kalamazoo, Allegan & Gr. Rapids:						
Hartford Extension:					1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	
Harrisburg & Lancaster:					1st Mort. assumed by L.S. & M.S.	710,000	8	May & Nov.	New York.	1889	
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	2d Mortgage.....	70,000	8	"	"	1889	
Hartford, Providence and Fishkill:					Kalamazoo & White Pigeon:						
1st Mort. (R. L. 26.52 m.) skg fund	481,000	7	Jan. & July.	Providence.	1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	
1st Mort. (Conn. 96.04 m.) skg f'd	1,574,500	7	"	Hartford.	1st Mort. assumed by L.S. & M.S.	1,200,000	10	Jan. & July.	New York.	1886	
Holly, Wayne & Monroe (F&PM):					1st Mortgage.....	500,000	7	Jan. and July.	N. Y. & Bost.	1880	
1st Mortgage guar. tax free.....	1,000,000	8	Jan. & July.	New York.	2d Mort. ().....	150,000	10	"	"	1878	
Holyoke and Westfield:					1st Mort. (St. Jo. & CR 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1st Mort. (Mo. Valley 120 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	
Houstonian:					1st Mort. (St. Jo. & St. Jo. 52 m.)....	1,000,000	7	"	"	1893	
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1st Mort. (St. Jo. & Coun. Bluffs).....	887,000	8	March & Sept.	"	1893	
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1st Mort. (St. Jo. & St. Jo. 52 m.)....	947,000	8	Feb. & Aug.	Boston.	---	
3d Mortgage of 1862.....	100,000	6	April & Oct.	Brpt. & Bost.	1st Mort. for \$2,000,000.....	720,000	10	"	"	---	
Equipment Bonds.....	150,000	7		Bridgeport.	1st Mortgage for \$2,000,000.....	720,000	10	May & Nov.	Boston.	1890	
Houston and Texas Central:											
1st Mortgage L.G. skg fund, gold....	7,470,000	7*	Jan. & July.	New York.							
1st Mortgage (Western Div.)....	2,500,000	7*	"	"							
Consolidated Mortgage.....	2,700,000	8	April & Oct.	"							
Hudson River (N.Y. Con. & H.R.):											
2d Mortgage sinking fund.....	1,794,000	7	June & Dec.	New York.	1st Mortgage for \$2,000,000.....	720,000	10	May & Nov.			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Kansas Pacific :	\$					Louisville, Cincinnati, and Lexington:	\$				
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.
1st Mort. (2d Div. 258.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	1st Mortgage for Cincinnati Br....	3,000,000	7	"	"	1897
1st M. (3d D. 244.86m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y., I. & E.	1899	2d Mortgage for \$1,000,000....	875,000	8	April & Oct.	"	1900
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	Louisville Loan.....	100,000	6	Jan. & July.	"	1891
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y., I. & E.	1890	1st Mort. (Louisville & Frankl?)	30,000	6	"	"	1893-96
2d Mort. (") gold....	1,500,000	7*	March & Sept.	"	1886	1st Mort. (Louis, Cin. and Lex.)	21,000	8	April & Oct.	"	1892
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1890	1st Mortgage (Shelby R. C.)....	85,000	8	June & Dec.	"	1881
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	Louisville and Nashville:					
3d Mortgage (Income).....	4,275,850	7	March & Sept.	N. Y., I. & E.	1916	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876
Keokuk County (Del.)						1st Mortgage (Memph Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1876
Keokuk County Central:						1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1876-85
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901
3d Mortgage.....	237,000	7	June & Dec.	"	1886	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1892
Keokuk and Des Moines :						Consol. M. for \$8,000,000 (392 m.)	6,064,000	7	April & Oct.	"	1893-94
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	Louisville Loan.....	849,000	6	May & Nov.	"	1886
Funded Interest.....	254,800	8	"	"	1884	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886
Keokuk and St. Paul (C.B. & Q.):						Louisv. N. Al. & St. Lo. Air-Line	333,000	6	April & Oct.	Louisville.	1883
1st Mortgage traffic guar.....	804,000	8	April & Oct.	Boston.	1879	1st Mortgage gold, \$25,000 p. m.	2,575,000	7	Jan. & July.	New York.	1892
La Crosse, Trempealeau & Prescott:						Macon and Augusta:					
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877
LaF. Blooming & Miss. (T.W. & W.):						1st Mortgage not endorsed....	100,000	7	"	"	1887
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	Construct. Mort. end by Ga. R. R.	370,000	7	"	"	1879
La. Muncie & Bloom. (T.W. & W.):						Macon and Brunswick:					
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887
Lake Erie and Louisville :						1st Mort. " "	600,000	7	"	"	1900
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889
2d Mortgage.....	590,000	7	Jan. & July.	"	Equipment Mortgage.....	150,000	7	"	"	1879	
Lake Ontario Shore :						Madison and Portage:					
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	1st Mort. guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890
Lake Shore & Michigan South'n:						Maine Central:					
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912
Consol. Mort. S. F. Regist'd.	6,115,000	7	J. A. J. & O.	"	1890	\$1,100,000 Loan, tax free....	756,800	6	Jan. & July.	"	1898
Consol. Mort. S. F. Coupon.....			"	"	1890	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1893	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1899
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1893	\$1,100,000 (A. & K. En.) Loan....	1,100,000	7	Jan. and July.	Boston.	190-91
Lake Shore Dividend Bonds....	1,442,000	7	"	"	1893	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886
Reg. Mort. (Clev., Palin. & Ash.)	1,000,000	7	Jan. & July.	"	1893	2d Mort. (Somerset & Kennebec),	1,166,700	6	"	Boston.	1896
3d Mort. (") " "	1,000,000	7	April & Oct.	"	1893	1st Mort. (Leeds & Farmington)	260,000	6	June & Dec.	"	1876
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1893	Bath (Androscoggin) Loan.....	333,000	6	Jan. & July.	"	1901
2d Mort. (") " "	2,682,900	7	"	"	1893	Mansfield & Framing. (R.C. & F.)	425,000	6	"	"	1891
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	New York.	1897	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880
2d Mort. (") " "	819,000	7	April & Oct.	"	1897	Marietta and Cincinnati:					
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1897	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891
Mort. Bonds (") " "	300,000	7	March & Sept.	"	1897	1st Mortgage, Dollar.....	2,450,000	7	"	Baltimore.	1891
2d Mort. Bonds (") " "	2,850,000	7	April & Oct.	"	1898	2d Mortgage, Dollar.....	2,500,000	7	May & Nov.	"	1898
1st M. (Det'r), Monroe & Toledo	924,000	7	Feb. & Aug.	"	1898	3d Mortgage, Dollar.....	3,000,000	8	Jan. & July.	"	1900
1st M. (Kalamaz. & White Pigeon)	400,000	7	Jan. & July.	"	1898	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908
1st M. (School. & Three Rivers)	100,000	8	"	"	1898	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1898	Marquette, Houghton & Ontonagon:					
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1898	1st Mortgage (Marq. & Onk.)	1,760,000	8	Jun. & Dec.	New York.	1892
1st M. (Jamestown & Franklin)	443,000	7	"	"	1898	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892
2d M. (") " "	500,000	7	June & Dec.	"	1894	Consolidated Mortgage.....	1,454,000	9-10	Various.	"	192-93
Lake Shore & Tuscarawas Valley:						Massawippi Valley (C. & P. R.):					
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	1st Mortgage guaranteed.....	400,000	8	Jan. & July.	Boston.	1876
2d Mortgage, for \$1,000,000.	696,000	7	"	"	1892	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	2d Mortgage.....	160,000	6	June & Dec.	"	1889
Lake Superior & Mississippi:						Massillon & Cleve. (C. M. V. & D.):					
1st Mort. skg fund gold tax free....	4,500,000	7*	Jan. & July.	N. Y.-Bost.-Ph.	1896	1st Mortgage guaranteed, gold....	100,000	7	Jan. & July.	New York.	1890
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	"	1896	1st Mortgage, guaranteed, gold....	600,000	7	Jan. & July.	New York.	1890
Income Bonds.....	8,200,000	10	"	"	1892	1st Mortgage, guaranteed, gold....	1,760,000	8	Feb. & Aug.	New York.	1895
Lawrence (P. Ft. W. & Chi.):						1st Mort. (Houghton and Ont.)	1,760,000	8	Jun. & Dec.	New York.	1892
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	1st Mort. (Scioto & Hock. Val.)	2,000,000	8	Jan. & July.	"	1892
Leavenworth, Atch. & N. West'n:						1st Mort. (Portland & Ken.)	1,238,000	7	March & Sept.	New York.	1880
1st Mort. guar. by Pac. of Mo.:	500,000	7	April & Oct.	New York.	1890	2d Mort. (") " "	1,000,000	7	Jan. & July.	"	1885
Leaven, Lawrence & Galveston:						Tennessee State Loan.....	1,514,162	6	"	"	1885
1st Mort. skg fund conv. gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	Income Bonds.....	600,000	10	March & Sept.	"	1878
1st Mort. (R. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	Memphis and Little Rock:					
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1899
Lehigh and Lackawanna:						2d Mortgage.....	1,000,000	8	"	"	1899
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	Michigan Air Line (Mich. Cent.):					
Lehigh Valley:						1st Mort. (South Bend Div. ass'd)	200,000	8	May and Nov.	New York.	1890
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	Michigan Central:					
1st Mortgage (") reg.	5,000,000	6	"	"	1898	1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882
2d Mortgage for \$8,000,000.	6,000,000	7	March & Sept.	"	1898	1st Mortgage sinking fund conv.	1,505,000	8	"	"	1882
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1898	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902
General Mort. registered.....	5,000,000	6*	"	"	1898	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1900
Lewish. Centre & Spruce C. (Pa. E.):						Equipment Bonds for \$800,000.	800,000	8	Apr. and Oct.	N. Y. & Bost.	1883
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	Michigan Lake Shore:					
Lexington & St. Louis (A. & P.):						1st Mortgages.....	800,000	8	Jan. & July.	New York.	1889
1st Mortgage gold.....	1,545,000	7	"	"		Mich. So. and North'n Indiana:					
Little Miami:						1st Mort. ass'd by L.S.A.M.S.	5,256,000	7	May & Nov.	New York.	1885-1894
1st Mortgage.....	1,000,000	6*	June & Dec.	New York.	1890	2d Mort. " "	2,682,000	7	"	"	1877-1884
Street Connection Bonds.....	525,000	6	Jan. & Nov.	Cincinnati.	1894	Middletown, Union, & W. Gap:					
Cincinnati Loan.....	100,000	6	May & Nov.	"	1894	1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1886
Little Rock and Fort Smith:						Midland of Canada:					
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	1st Mortgage sterling £333,000.	1,875,000	6*	May & Nov.	London.	1898
Land Grant sinking fund.....	5,780,000	7	April & Oct.	"	1895	Midland Pacific:					
Little Rock Pine Bl. & N. Orleans:						1st Mortgage gold, tax-free.....	1,100,000	7*	Feb. & Aug.	New York.	1899
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	Midland and Centre Co. (Pa.):					
Little Schuykill (Phila. & Edg.):						1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1893
1st Mortgage, Skg. Fd.	750,000	7	"	Philadelphia.	1877	1st Mortgage.....					
Logansport, Crawf. & S'wstn Ind.:						Midwest and St. Paul:					
1st Mortgage gold.....	1,500,000	8*	P. M. A. & N.								

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Gold."

Description of Bonds	Amount	Rate	Interest Payable			Description of Bonds	Amount	Rate	Interest Payable			
			When.	Where.	Due				When.	Where.	Due	
Old Colony:	\$						Philadelphia, Wilmington & Balt:	\$				
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	105	Mortgage Loan, convertible	200,000	6	Jan. & July.	Phila. & Balt.	1884
Plain Bonds	32,000	5	" "	"	1884	99	Loan of 1866	161,000	6	April & Oct.	" "	1876
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	104	Loan of 1867	1,000,000	6	" "	" "	1887
New Bonds for \$3,000,000	1,892,000	7	March & Sept.	"	1894	111	Loan of 1872	700,000	6	" "	" "	1893
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	103	Loan of 1875	632,000	6	" "	" "	1900
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg):					
1st Mort. Land Grant, Gold	16,000 pm	7.5	Jan. & July.	New York	1901	---	1st Mortgage, guaranteed	331,500	7	April & Oct.	Philadelphia	1900
Omaha and Southwestern:							Pittsburg, Cinc. & St. Louis (Pa.):					
1st Mortgage \$20,000 p. m.	1,024,000	8	June & Dec.	Boston	1896	95	1st Mort. (Col. & Newark Div.):	775,000	7	Jan. & July.	Philadelphia	1890
Orange, Alex. and Manasses:							1st Mort. (Steubn. & Ind.) conv.	3,000,000	6	Monthly	New York	1884
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000	6,222,000	7	Feb. & Aug.	Philadelphia	1890
Oregon and California:							Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1913
1st Mortgage gold	10,950,000	7*	April & Oct.	New York	---		Pittsburg, Ft. Wayne & Chicago:					
Osage Valley & Southern Kansas:							1st Mortgage (Series A):	875,000	7	Jan. & July.	New York	1912
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888		1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912
Oshkosh & Miss. (C. M. & S. P.):	240,000	8	Jan. & July.	New York	1891		1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912
1st Mortgage							1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912
1st Mortgage	500,000	7	May & Nov.	New York	1916		2d Mortgage (Series F):	875,000	7	June & Dec.	"	1912
Income Mortgage	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series G):	800,000	7	Jan. & July.	"	1912
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H):	800,000	7	Feb. & Aug.	"	1912
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York	1888		2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912
Ottawa, Oswego & Fox River:							2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Boat	1900	106	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912
Owensboro' and Russellville:							2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York	1892		3d Mortgage	2,000,000	7	April & Oct.	"	1912
Pacific or Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, 170	100,000	7	Jan. & July.	New York	1887
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York	1888	94	Equipment bonds	1,000,000	8	March & Sept.	"	1884
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	"	1891	84	Pittsburg, Va. and Charleston:					
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892		1st Mortgage	700,000	7	April & Oct.	New York	1902
St. Louis County Debt	700,000	7	Monthly	St. Louis	1885		Pittsburg, Washington & Baltimore:					
Real Estate Bonds	800,000	8	May & Nov.	New York	1892		1st Mort. (Pittab. & Conn'l'sville):	4,000,000	7	Jan. & July.	Baltimore	1898
1st Mort. (Carondelet Branch):	500,000	6*	April & Oct.	"	1893		2d Mort. do. (Balt. Loan):	5,000,000	6	May & Nov.	"	1902
1st Mort. (Leav., Atch. & N.W.):	500,000	7	" "	"	1889		1st Mort. (Turtle Cr. Div. 104 m):	400,000	6	Feb. & Aug.	Pittsburg	1899
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899		Real Estate Mortgage	100,000	6	.....	Baltimore	1888
Paducah and Memphis:							Plymouth, Kankakee & Pacific:					
1st Mortgage gold for \$2,505,000	1,541,000	7*	Feb. & Aug.	New York	1902		1st Mortgage for \$3,600,000	20,000 pm	7	Jan. & July.	New York	1901
Panama:							Port Huron and Lake Michigan:					
General Mortgage, stg £597,800	2,889,320	7*	April & Oct.	London	1897		1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York	1899
Paris and Decatur:							Portland & Ogdensburg (Me. & N.H.):	900,000	6*	Jan. & July.	Boston	1900
1st Mortgage gold, S. F.:	1,200,000	7*	Jan. & July.	N.Y. & Lond	1892		1st Mort. (Maine Section) gold:	149,000	6*	May & Nov.	"	1901
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,000,000	1,200,000	6*	May & Nov.	N.Y. & Bost	1891
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York	1878		Portland and Ogdensburg (V.L.):					
Pekin, Line & Decatur (TW & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost	1891
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York	1900	60	Portland and Oxford Central:					
Pemberton & Highgate (U.C. of N.J.):							1st Mortgage of 1863:	250,000	6	Jan. & July.	Portland	1883
Peninsular (Mich.) Railway:							Portland and Rochester:					
1st Mortgage gold (S.F.), 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond	1899	***	1st Mort. (Portland Loan) stg f'd	700,000	6	Jan. & July.	Boston	1887
1st Mortgage gold (S.F.), 2d series	979,000	7*	" "	"	1900	***	1st Mortgage (equal lien):	100,000	7	April & Oct.	"	1887
Pennsylvania:							2d Mort. (Portland Loan):	394,500	6	Mar. & Sept.	"	1891
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia	1880	106	Port Royal (S. C.):					
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia	1910	108	1st Mortgage gold, skg Pd.:	1,500,000	7*	May & Nov.	N.Y. & Lond	1882
General Mortgage, registered			" "	"	1910	107	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1882
Consolidated Mortgage	29,250,000	6*	Jan. & July.	London	1905	100	Portsmouth, Gt. Falls & Conway:	514,000	7	June and Dec.	Boston	1898
State lien for \$7,500,000, skg f'd	5,007,360	5	April & Oct.	Philadelphia	'75-'90	***	1st Mort. guar. by Eastern R.R.	1,000,000	7	May & Nov.	"	1902
Pennsylvania Coal:							Poughkeepsie and Eastern:					
1st Mortgage	487,500	7	Feb. and Aug.	New York	1881		1st Mort. gold, conv. & tax free:	644,500	7	Jan. & July.	New York	1910
Pennsylvania and Delaware:							2d Mortgage	78,000	7	" "	"	1910
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia	1903		Providence and Worcester:					
2d Mortgage	510,000	7	April & Oct.	"	1903		1st Mortgage	500,000	6	Jan. & July.	Providence	1890
Pennsylvania & New York (L.V.):							Stoughton Branch bonds:	1,000,000	6	" "	"	1890
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia	1896	109	Quincy, Alton and St. Louis:	1,000,000	7*	May & Nov.	Philadelphia	1882
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	***	Quincy and Palmyra:					
Peoria & Bureau Val (O.C.R.I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York	1892
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York	1877		1st Mort. and Toledo (I., W. & W.):	500,000	7	May & Nov.	New York	1890
Peoria & Hannibal (C. B. & Q.):							1st Mort. guaranteed	500,000	7	May & Nov.	Boston	1890
1st Mortgage, traffic guaranteee	571,000	8	Jan. & July.	Boston	1878	104	1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston	1890
Peoria, Pekin and Jacksonville:							Reading and Columbia (P. & R.):	650,000	7	March & Sept.	New York	1882
1st Mortgage	1,000,000	7	Jan. & July.	New York	1894		1st Mort., Coupon, guaranteed.	650,000	7	June & Dec.	Columbia	1884
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	"	1900		2d Mort., Coupon, guaranteed.	350,000	7	May and Nov.	"	1902
Peoria and Rock Island:							Rensselaer and Saratoga:					
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond	1900	...	2d Mortgage	300,000	7	Jan. & July.	Troy	1880
2d Mortgage	150,000	10	Jan. & July.	New York	1900	...	3d Mortgage	150,000	7	" "	"	1887
Perkiomen (Phila. and Rdg.):							1st Mort. (Saratoga & Whitehall):	400,000	7	March & Sept.	New York	1886
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia	1897	90	1st Mort. (Troy, Salem & Rutl.):	500,000	7	May and Nov.	"	1890
Petersburg:							1st Mort. (Glenn's Falls):	125,000	7	Jan. & July.	"	1894
1st Mortgage (Instalments):	841,500	8	Jan. & July.	"	"		Consol. Mort. for \$2,000,000:	1,725,000	7	May and Nov.	"	1921
2d Mortgage	500,000	8	" "	"	"		Richmond and Danville:					
Philadelphia and Baltimore Cont.:							Virginia State Loan, skg fund:	600,000	6	Jan. & July.	Richmond	1880
1st Mortgage (Penn. Div. 36 1/4 m.):	800,000	7	Jan. & July.	Philadelphia	1879		Virginia State loan, guar. bonds:	187,000	6	" "	"	1875
1st Mortgage (Md. Div. 91 m.):	300,000	6	" "	"	1891		1st Mort. (Feldmont Branch):	500,000	8	" "	"	1888
2d Mortgage (Pa. & Md. 16 m.):	400,000	7	" "	"	1900		1st Mort. (Northwestern N.C.):	500,000	6	April & Oct.	N.Y. or Rich.	1880
Philadelphia and Erie (Penn.):							1st Mort. and May & Nov.:	1,786,000	6	May and Nov.	New York	1880
1st Mort. (Sunbury & Erie 40 m.):	1,000,000	7	Apr. and Oct.	Philadelphia	1877	102	Richmond, Fredericksburg & Potomac:					
1st Mortgage	5,000,000	6	" "	"	1881		Sterling Loan	67,771	6	Jan. & July.	London	1875
2d Mortgage	3,000,000	7	Jan. & July.	Phil. or Lond.	1883	96	Dollar Loan	125,428	7	" "	"	1875
General Mort. for \$20,000,000:	7,862,000	6*	" "	"	1888		Dollar Loan, Compon.	255,500	8	" "	"	1881
Philadelphia and Reading:							Dollar Loan	121,459	8	various	"	1875
Loan of 1868, debenture:	1,128,400	6	Jan. & July.	Philadelphia	1893	71	Richmond and Petersburg:					
Mort. Loans of 1843-44-48 & 49.	1,510,500	8	" "	"	1890	104	1st Mort. (Coup. and Register'd):	12,500	7	June & Dec.	Richmond	1873
Mortgage Loan of 1868:	2,700,000	7	Apr. and Oct.	"	1893	111	2d Mortgage (Coupon):	174,000	8	Apr. and Oct.	"	1873
Mortgage Loan of 1836 stg:	182,400	5*	Jan. & July.	London	1880		Rockford, R. Island & St. Louis:	174,0				

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where	Due				When.	Where	Due	
Saginaw Valley and St. Louis:	\$											
1st Mortgage.....	346,000	8	May & Nov.	Saginaw,	1892	...	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London,	'82-'88
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,000	7	" "	New York,	'82-'88
1st Mort. (Cal. & Baring).....	95,200	9	Jan. & July.	Calais, Me.	1879	...	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "	1802
2d Mort. (" ").....	17,500	6	" "	"	1879	...	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston,	1874
Cainis Loan (Lowey's Island).....	115,000	6	June & Dec.	"	1876	...	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	" "	1891
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	" "	'80-'92
1st Mort. (E. D.) gold tax free.....	1,500,000	5*	Feb. & Aug.	N. Y. & Lond.	1890	...	South Carolina:					
1st M. (W.D.) land grant, g'd tax fr.	5,500,000	5*	" "	"	1900	...	1st Mortgage Sterling.....	464,000	7	May & Nov.	New York,	1888
St. Joseph and St. Louis:							2d Mort.	200,000	7	" "	" "	1889
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	...	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia,	1888
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York	1894	107	South and North Alabama:					
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	109	1st Mort., endor. by Ala. gold.....	391,000	8	Jan. & July.	New York,	1890
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	99	Sterling Mort., guar. by L. & N.	£1,100,000	...*	May & Nov.	London,	...
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	70	South Pacific (Atl. and Pac.)					
2d Mortgage Income (Series E).....	1,700,000	7	" "	"	1894	...	1st Mortgage gold, assumed.....	7,183,500	6*	Jan. & July.	New York,	1888
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...	South Shore (Mass.):					
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York	1892	98	South Side, Va. (A. M. and O.):					
2d Mort. (" ").....	6,000,000	7*	May & Nov.	"	1897	78	1st prefer'd bonds.....	675,000	8	Jan. & July.	New York,	'84-'90
1st Mort. L.G. (Arkansas Br'g).....	2,500,000	7*	June & Dec.	"	1897	...	2d preferred bonds.....	621,000	6	" "	" "	'84-'90
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" "	"	1897	...	3d preferred bonds.....	452,800	6	" "	" "	'84-'90
Consolidated Mortgage.....	1,600,000	7	.....	"	1899	...	Southern Central (N. Y.):					
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York,	1890
1st Mortgage.....	2,929,000	7	April & Oct.	New York	1894	...	2d Mortgage.....	600,000	7*	March & Sept.	" "	1882
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	...	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York,	1890
St. Louis, Kansas City & North:							2d Mortgage.....	750,000	7	March & Sept.	New York,	1887
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York	1895	97	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	" "	80
Real estate & 2d M. for \$3,000,000.....	993,000	7	March & Sept.	"	1899	...	Southern of L. L.:					
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	Jan. & July.	New York,	1890
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York	1901	...	2d Mort.	1,500,000	7	" "	" "	
St. Louis and South Eastern:							1st Mortgage.....	625,000	7*	March & Sept.	Philadelphia,	1890
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York	1894	...	2d Mortgage gold.....	88,000	7*	" "	" "	1880
1st M. (Evans D.) gold skg f'd.	1,000,000	7	" "	"	1896	...	Southern Western (Cen. of Ga.):					
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	...	Plain Bonds, various conv.....	391,000	7	various.	Macon,	'72-'86
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	...	1st Mortgage (Muscogee) conv.....	300,000	7	" "	" "	'72-'76
St. Louis, Van. & T. H. (T. H. & L.):							Spartanburg and Union:					
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York	1897	...	1st Mortgage, end. by S. Car.	250,000	7	Jan. & July.	Charleston,	1879
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	...	1st Mortgage not endorsed.....	198,370	7	" "	" "	1879
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	...	Springfield, Athol & Northeastern:					
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	...	1st Mortgage.....	416,000	7	Jan. & July.	Boston,	'83-'91
St. Paul and Iowa, Southwestern:							1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York,	1899
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	...	2d Mortgage gold, tax free.....	440,000	7*	April & Oct.	" "	1900
St. Paul and Pacific 1st Division:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York,	1901
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York	1892	...	1st Mortgage.....	200,000	7	Jan. & July.	New York,	1886
1st M. (St. Paul to Wataba) 80m.	286,000	7	Jan. & July.	"	1892	...	2d Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston,	1887
2d Mort. (" ") & 1st Land gr.	1,145,750	7	June & Dec.	"	1892	...	1st Mortgage.....	500,000	6	Jan. & July.	Boston,	1875
1st M. (Main Ls.) R.R. & Lands.....	3,000,000	7*	May & Nov.	London.	.....	2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1881	
General Mortgage for \$15,000,000.....	7*	.....	" "	"	...	1st Mort.	1,000,000	7	May & Nov.	New York,	1886	
St. Paul, Stillwater & Taylor's F.:							Summit Branch:					
1st Mortgage.....	450,000	8	Jan. & July.	New York	1901	...	1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Boston, Ph.	1904
Salem (West Jersey):							2d Mortgage.....	1,200,000	7*	April & Oct.	Philadelphia,	1890
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia	1878	...	1st Mortgage gold.....	1,200,000	6*	" "	" "	1891
1st Mortgage.....	226,000	6	Feb. & Aug.	Boston.	1878	97	Income Mort. gold.....	200,000	7*	Feb. & Aug.	Philadelphia,	1890
Band, Manfield & Newark (B&O):							Sussex, Bridge & Erie Junc. (E.):					
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York	1900	90	1st Mortgage.....	1,000,000	7	.....	New York,	1886
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	1,400,000	7	April & Oct.	New York,	1879
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York	1887	...	2d Mortgage.....	270,000	7	June & Dec.	" "	1887
Savannah, Albany & Gulf (A & G):							1st Mort. gold, tax free.....	500,000	7*	Feb. and Aug.	New York,	1891
Sectional Mort.	400,000	7	March & Sept.	New York	1886	...	2d Mort. gold, tax free.....	1,163,000	7*	June & Dec.	New York,	1903
Savannah and Charleston:							1st Mort. gold, skg fund.....	800,000	7	April & Oct.	New York,	1878
1st Mortgage (Sav. & Char.):	310,000	7	Jan. & July.	New York	Var.	...	2d Mort.	600,000	7	Jan. & July.	N.Y., Boston, Ph.	1894
State guaranteed (C. & S. bonds)....	500,000	7	Jan. & July.	New York	1899	...	1st Mort. gold.....	1,200,000	7*	April & Oct.	Philadelphia,	1890
Funded Interest bonds, guar.	605,000	6	March & Sept.	Charleston	1877	...	2d Mort. gold.....	200,000	6*	" "	" "	1891
Savannah, Griffin & North Ala.:	111,800	7	" "	New York	1880	...	1st Mort.	1,000,000	7	May & Nov.	New York,	1886
1st Mort. for \$600,000 guar.	162,000	7	Jan. & July.	Macon.	1891	...	2d Mort.	600,000	7	Jan. & July.	N.Y., Boston, Ph.	1904
Savannah and Memphis:							1st Mort.	1,400,000	7	April & Oct.	New York,	1879
1st Mort. gold, endor. by State.....	16,000pm	8*	May and Nov.	New York	1890	...	2d Mort.	270,000	7	June & Dec.	" "	1887
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, Chenango Valley:					
1st Mort. gold, tax free.....	400,000	7*	Jan. & July.	New York	1900	...	1st Mort. gold, for \$600,000.....	500,000	7*	Feb. and Aug.	New York,	1891
Schoolcraft & Thred R. (L.S. & M.S.):							2d Mort. gold, for \$600,000.....	1,300,000	7	Feb. and Aug.	New York,	1891
1st Mort.	100,000	8	Jan. & July.	New York	1887	...	1st Mort. gold, skg fund.....	1,163,000	7*	June & Dec.	New York,	1903
Seaboard and Roanoke:							2d Mort.	800,000	7	April & Oct.	New York,	1878
1st Mort.	210,000	7	Jan. & July.	New York	1880	...	1st Mort.	616,000	7	June & Dec.	" "	1894
Selma and Gulf:							1st Mort.	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912
1st Mort. (guar. by Ala.):	1,288,000	8	April & Oct.	New York	1890	...	1st Mort.	1,350,000	7	Jan. and July.	.....	1906
Selma, Marion and Memphis:							1st Mort.	1,800,000	7	Feb. and Ang.	" "	65
1st Mort.	16,000pm	8	March & Sept.	New York	1890	...	1st Mort.	1,300,000	7	Jan. and July.	" "	65
Selma, Rome and Dalton:							1st Mort.	1,800,000	7	April & Oct.	" "	45
1st Mort.	16,000pm	8	Jan. & July.	New York	1887	...	2d Mort.	94,000	8	Jan. & July.	" "	45
1st Mort.	3,000,000	7	April & Oct.	New York	1891	...	1st Mort.	1,500,000	7	May & Nov.	" "	45
2d Mort.	4,000,000	7	Jan. & July.	"	1891	...	2d Mort.	250,000	7	Feb. and Ang.	" "	45
Equipment Mortgage.....	220,000	10	" "	"	1891	...	1st Mort.	2,700,000	7	Jan. & July.	" "	45
Shenandoah Valley & Potowm. (N.C.):							2d Mort.	1,000,000	7	May & Nov.	" "	45
1st Mortgage, on road and lands.....	2,000,000	7*	Jan. & July.	Philadelphia	1901	98	1st Mort.	250,000	7	Feb. and Ang.	" "	45
1st Mortgage.....	729,000	7	June & Dec.	New York	1884	...	2d Mort.	2,500,000	7	May & Nov.	" "	45
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	...	1st Mort.	2,500,000	7	Feb. and Ang.	" "	45
Shenango and Allegheny:							1st Mort.	1,500,000	7	May & Nov.	" "	45
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York	1889	...	2d Mort.	2,700,000	7	June & Dec.	" "	50
Monong. Valley (Ct.):							1st Mort.	1,000,000	7	May & Nov.	" "	50
1st Mortgage.....	400,000	7	April & Oct.	New York	1891	...	2d Mort.	900,				

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Troy & Bennington (T. & B.):	\$					Western Maryland:	\$				
1st Mortgage skg fund, guar...	52,700	7	Jan. & July.	Troy.	1878	1st Mort. unendorsed...	400,000	6	Jan. and July.	Baltimore.	1890
Troy and Boston:						1st Mort. endor. by Balt...	200,000	6	"	"	92
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	2d Mort. "	300,000	6	"	"	105
2d Mortgage.....	300,000	7	April & Oct.	"	1885	2d Mort. endor. by Wash. Co.	300,000	6	"	"	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	2d Mortgage preferred...	600,000	6	"	"	101
Convertible Bonds.....	648,000	7	"	"	1882	3d Mortgage endor. by Balt...	875,000	6	"	"	103
Troy, Salem & Rutland (R. & S. R.):						4th Mortgage.....	1,000,000	6	"	"	106
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	Western Pacific (Cen. Pac.):					1900
Troy Union (and Depot):						1st Mort. assumed.....	2,735,000	6	Jan. and July.	New York.	1899
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	Western Pennsylvania (Penn.):					132
Tuckerton:						1st Mortgage.....	300,000	6	Apr. and Oct.	Philadelphia.	1893
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	1st Mortgage (Pittab. Branch):	1,000,000	6	Jan. and July.	"	1996
Union Pacific:						General Mortgage.....	1,300,000	7	"	"	---
1st Mortgage gold, tax free.....	27,236,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	Western Union (Chi., M. & St. P.):					---
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	101	1st Mortgage for \$5,000,000	3,500,000	7	Jan. and July.	New York.	1896
2d Mortgage (Gov. subsidiary).....	27,236,512	8	Jan. & July.	U.S. Treasury.	'96-'99	West Jersey:					---
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883
Omaha Bridge B'ds, stg \$250,000	2,500,000	80	Apr. and Oct.	London.	1896	1st Mortgage.....	1,000,000	6	Jan. and July.	"	102
Union Pacific (Central Div.):						1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878
1st Mortgage gold, tax free.....	1,800,000	60	May and Nov.	New York.	1896	2d Mort. (Cape May & Millville)	200,000	6	June & Dec.	Camden.	---
2d Mortgage (Gov. subsidiary).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7	Consolidated Mortgage.....	500,000	7	Apr. and Oct.	"	95
Union Pacific, S. Br. (M. K. & T.):						1st Mortgage.....	1,000,000	7	"	"	107
1st Mortgage gold, skg fund.....	3,230,000	60	Jan. & July.	New York.	1890	West Wisconsin:					---
Union & Titusville (O.C. & A. Ry.):						1st Mort. land gr. gold skg fund	3,000,000	70	Jan. and July.	N.Y. or Lond.	1887
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	1st Mort. (Southern Extension):	640,000	70	"	"	1902
United N. J. R. R. & Canal Cos.:						1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890
Loan of 1901 (United Compa'n's):	3,000,000	6	March & Sept.	Philadelphia.	1901	Wico Mico and Pocomoke:					---
Sterling Loan £369,200 (U. Co's)	1,344,000	50	"	London.	1894	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888
Sterling Loan £360,000 (")	1,500,000	60	"	"	Williamston and Tarboro':					---	
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900
Loan of 1888 (United Compa'n's):	154,000	6	Feb. and Aug.	"	Wilmington, Colum. & Augusta:					---	
Bond to State of N. J. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	
Sterl'g S. W. £262,000 (C. & A. M.):	1,310,000	60	Feb. and Aug.	London.	1880	Wilmington and Reading:					40
Loan of 1882 (Camden & Amb'y)	1,760,000	6	"	Philadelphia.	1883	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.	"	10
Mortg. Loan (")	5,000,000	50	May and Nov.	Philadelphia.	1890	Wilmington and Weldon:					---
Loan of '98 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1879	Sterling Bonds.....	648,700	66	Jan. and July.	London.	1881
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	---	Sterling Bonds.....	221,400	70	May and Nov.	"	1886
Utah Central:						Sinking Fund gold, Bonds.....	749,000	76	Jan. and July.	New York.	1896
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	Wilmington and Western (Del.):					---
Utah Southern:						1st Mortgage.....	500,000	73	J. A. J. & G.	Phil. & Wilm.	1892
Utica and Black River:						Winona & St. Peter (O. & N. W.):					---
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica	1878	1st Mortgage \$20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887
Bonds of 1871 (2d issue).....	575,000	7	"	"	2d Mortgage \$12,000 p. m.	1,050,000	7	May and Nov.	"	1907	
Utica, Ithaca and Elmira:					Extension mortgage bonds.....	4,975,000	76	June & Dec.	"	1906	
1st Mortgage, Sterling.....	1,500,000	7.8	Jan. & July.	London.	1902	Wisconsin Central:					---
Vermont Cent.—See Central Vt.						1st M. L. G. gold S. Y. \$25,000pm	4,618,500	76	Jan. and July.	Boston.	1901
Vermont and Massachusetts:						1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1851
Convertible bonds, tax free.....	200,000	7	"	"	Plain Bonds.....	185,300	7	Various	"	1886	
Convertible bonds.....	150,000	7	"	"	Plain Bonds.....	250,000	7	Apr. and Oct.	"	107	
Vicksburg and Meridian:						CANAL BONDS.					---
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	Chesapeake and Delaware:					---
General 2d series (blue).....	850,000	7	"	"	1st Mortgage sinking fund.....	1,000,750	6	Jan. and July.	Philadelphia.	1886	
Mortgage 3d series (black).....	138,000	7	"	"	Chesapeake and Ohio:					86	
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1st Mortgage guaranteed.....	4,875,000	56	J. A. J. & O.	London.	1890	
Special Loan 1871.....	213,000	8	Jan. and July.	"	Preferred Bonds (next item)....	1,369,500	6	Jan. and July.	Baltimore.	1885	
Vineyard:					1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	Delaware Division (L.C. & N.):					97
Virginia & Tennessee (A. M. & O.):					1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	103
4th Mortgage.....	870,000	8	March & Sept.	"	3,500,000	7	"	"	"	1884	
Registered Certificates.....	118,295	8	Jan. and July.	"	2d series, Jan. 1, 1871	3,500,000	7	"	"	104	
Funded Interest.....	226,300	8	"	"	Coupon bonds of 1874.....	3,000,000	1	Apr. and Oct.	"	104	
Income Mortgage (fundable).....	98,600	8	"	"	Registered bonds of 1874.....	2,000,000	7	"	"	98	
Wallkill Valley (Erie):					Leligh Coal and Navigation:					---	
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877
Warren (D. L. & W.):					Convertible Bonds.....	41,550	6	"	"	97	
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	Convertible Loan, gold.....	704,500	60	"	"	98
Warren & Franklin (O.C. & All.):					1st Mortgage, registered.....	5,881,963	6	March & Sept.	"	103	
1st Mortgage, assumed.....	1,500,000	7	May and Nov.	Philadelphia.	1882	1st Mortgage, registered.....	6, F. M. A. & N.	6	"	"	94
Warwick Valley (Erie):					Mortgage, reg. (R. R.):	2,000,000	6	"	"	107	
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	Mortgage (equip.) Loan, gold.....	4,692,500	66	June & Dec.	"	100
Wasatch and Jordan Valley:					Consolidated Mortgage.....	1,063,000	7	"	"	98	
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	1911	95
Washington City, Va. Mid. & Gt. So.:					Greenwood Mortgage Loan.....	140,000	6	"	"	97	
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	Monongahela Navigation:					---
2d Mort. (")	350,000	7	"	"	1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	Morris (and Banking):					---	
2d Mort. (")	1,200,000	6	Jan. and July.	"	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	
3d Mort. (")	600,000	8	May and Nov.	"	Boat Loan, sinking fund.....	238,968	7	Apr. and Oct.	"	101	
4th Mort. (")	700,000	8	March & Sept.	"	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	
Funded Coupons (do.)	722,664	-----	-----	Pennsylvania:						---	
1st Mort. (Lynchb'g & Danville)	521,000	7	Apr. and Oct.	"	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	
Virginia State Loan.....	249,962	7	Jan. and July.	"	1st Mortgage (Wy. Val. Can.):	600,000	6	"	"	71	
Washington and Ohio:					1st Mortgage.....	100,000	6	Jan. and July.	Philadelphia.	1878	
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	Schuylkill Navigation (Ph. & Rdg.):					---
1st Mortgage for \$9,000,000....	255,500	70	Apr. and Oct.	"	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	182-07	
Westchester and Philadelphia:					2d Mortgage.....	3,990,392	6	Jan. and July.	"	07	
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	Improvement bonds.....	200,000	6	May and Nov.	120	
Western North Carolina:					Boat and Car Loan.....	756,650	6	"	"	90	
1st Mortgage.....	825,000	8	Jan. and July.	"	Boat and Car Loan.....	621,300	7	"	"	78	
Western of Alabama:					Coupon Bonds.....	1,200,000	6	Jan. and July.	"	81	
1st Mortgage (Western R.R.):	600,000	8	Apr. and Oct.	New York.	1898	Susquehanna and Tide Water:					65
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	2d Mortgage (Maryland Loan):	1,000,000	6	Jan. and July.	Philadelphia.	1885	
2d Mortgage (consols guar.):	1,158,000	8	"	"	3d Mortgage (Susqueh. Canal):	1,811,000	6	"	"	73	
Income Mortgage.....	302,900	8	Various.	Var.	Prof. Int. B'ds (")	324,810	6	"	"	1894	
Western Union Telegraph:					Union:					---	
1st Mortgage.....	4,448,000	7	May and Nov.	New York.	1878	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883
Real Estate Bonds, Sink. Fund.	1,498,000	70	"	"	2d Mortgage.....	268,000	6	"	"	---	
Bonds (S. F.) Conv. till May '85	4,000,000	7	"	"	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1875	
Sterling Bonds, Sinking Fund..	1,080,000	66	March & Sept.	London	1900	2d Mortgage.....	268,000	6	"</		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Note: (1) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "bold face." State-air Railroads are distinguished by a *dot*.

Abstract of General Balance Sheet.

Year ending	Rolling Stock.			Companies.			Property and Assets.			Surplus Income.			Liabilities.			Earnings.			Market. Value of Shares.						
	M.	M.	M.	Railroad	Freight.	B. M. E.	Pass.	Engines.	Railroad in progress.	2d Track and Siding.	Branch Line.	Main Line.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Passenger.	Freight.	Tons.	M.	Net	Gross.	Div.	Par.	Dividends.	Value of Shares.
Sept. 30, 1875 (60,000)	2,812,600	3	4	56 Adirondack	3	4	3	3,785,600	511,515	New York	3,118,515	1,971,734	60,000,000	1,971,734	6,000	82,547	24,632	31,045	100	100	100	100	100	100	
Sept. 30, 1875 (51,3)	16	8	2	102 Alabama Central	2	3	2	5,000,000	3,800,000	Alabama	3,800,000	1,970,734	60,000,000	1,970,734	6,000	82,547	24,632	31,045	100	100	100	100	100	100	
Dec. 31, 1875 (60,000)	14,8	10	3	248 Alabama and Chattanooga	1	2	1	6,000,000	6,000,000	Ala. Miss. &c.	10,000,000	1,970,734	60,000,000	1,970,734	6,000	82,547	24,632	31,045	100	100	100	100	100	100	
Dec. 31, 1875 (260,0)	58,0	86,4	2	148 Albany and Susquehanna	(D. & H.)	1	2	6,200,000	6,200,000	Pennsylvania	25,837,684	1,970,734	60,000,000	1,970,734	6,000	82,547	24,632	31,045	100	100	100	100	100	100	
Ost. 31, 1875 (242,0)	18,6	86,1	1	74,31	10,102	Annapolis & Elkridge	(B. & O.)	5,223,934	1,695,130	Md.	1,665,600	22,906,297	620,000	1,970,734	60,000	82,547	24,632	31,045	100	100	100	100	100	100	
Sept. 30, 1875 (20,5)	4	6	1	24 Arkansas Central	(3 ft. 6 in.)	400,808	24,571	1,401,837	620,000	Arkansas	1,329,000	1,970,734	60,000	82,547	24,632	31,045	100	100	100	100	100	100			
Dec. 31, 1875 (48,0)	2,0	102,0	3	250 Archicon and Nebraska	Kan. & N. Neb.	400,808	24,571	1,401,837	620,000	Kan. & N. Neb.	1,442,000	1,970,734	60,000	82,547	24,632	31,045	100	100	100	100	100	100			
Dec. 31, 1875 (18,9)	9,7	10	6	251 Atlantic and Mississippi	V. (P.)	3,726,965	1,072,784	1,617,682	6,922,965	Mississippi	1,442,000	1,970,734	60,000	82,547	24,632	31,045	100	100	100	100	100	100			
Dec. 31, 1875 (95,0)	5,2	10	6	252 Atlantic and Ohio	V. (P.)	3,726,965	1,072,784	1,617,682	6,922,965	Ohio	1,442,000	1,970,734	60,000	82,547	24,632	31,045	100	100	100	100	100	100			
Dec. 31, 1875 (47,0)	9,4	10	7	253 Atlantic and Pennsylvania	V. (P.)	3,726,965	1,072,784	1,617,682	6,922,965	Pennsylvania	1,442,000	1,970,734	60,000	82,547	24,632	31,045	100	100	100	100	100	100			
Oct. 31, 1875 (26,5)	13,4	0	3	254 Atlantic and Santa Fe	V. (P.)	8,615,000	1,221,160	400,210	286,707	Kansas	22,131,385	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (20,5)	13,9	0	3	255 Atlantic and St. Louis	V. (P.)	8,615,000	1,221,160	400,210	286,707	Missouri	24,632	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
June 30, 1875 (81,0)	8,9	21	7	256 Atlanta and West Point	V. (P.)	8,615,000	1,221,160	400,210	286,707	Georgia	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (20,5)	13,9	0	3	257 Atlantic and Great West	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	258 Atlantic and Gulf	V. (P.)	8,615,000	1,221,160	400,210	286,707	Texas	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	259 Atlantic and Florida	V. (P.)	8,615,000	1,221,160	400,210	286,707	Florida	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	260 Atlantic and Georgia	V. (P.)	8,615,000	1,221,160	400,210	286,707	Georgia	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	261 Atlantic and Mississippi	V. (P.)	8,615,000	1,221,160	400,210	286,707	Mississippi	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	262 Atlantic and Missouri	V. (P.)	8,615,000	1,221,160	400,210	286,707	Missouri	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	263 Atlantic and Pacific	V. (P.)	8,615,000	1,221,160	400,210	286,707	Pacific	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	264 Atlantic and St. Louis	V. (P.)	8,615,000	1,221,160	400,210	286,707	St. Louis	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	265 Atlantic and Texas	V. (P.)	8,615,000	1,221,160	400,210	286,707	Texas	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	266 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	267 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	268 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	269 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	270 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	271 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	272 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	273 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	274 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	275 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	276 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	277 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	620,000	82,547	24,632	31,045	100	100	100	100	100	100
Sept. 30, 1875 (25,8)	13,9	0	3	278 Atlantic and Wyoming	V. (P.)	8,615,000	1,221,160	400,210	286,707	Wyoming	1,145,000	8,615,000	1,221,160	400,210	286,707	62									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Depts, Income, Dividends, &c., &c.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Companies occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (----) signify "not ascertainable."

Land Grant Railroads are printed in "italic." State-and Railroads are distinguished by a **bold**.

Abstract of General Balance Sheet.

Year ending	M. M. M.	M. M. M.	M. M. M.	Property and Assets.				Liabilities.				Value of Shares.							
				Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Bonds.	Stocks.	Surplus Income.	Accounts.	Passenger.	Freight.	Operations.	Earnings.	Dividends.			
Sept. 30, 1875 (98.6)	12	12	12	295	3263	255,763	1,000,000	418,500	22,456	1,044,206	60,900	100	60,900	100	100	100			
May 31, 1875 (228.0)	12	12	12	295	North Carolina (R. & D.)	N.C.	4,986,046	4,986,046	*	3,690,900	1,170,327	102,000	273,949	1,408,733	416,861	8	100		
Feb. 31, 1875 (102.0)	14	14	14	146	Northeastern U.S.	S. C.	6,186,180	1,683,540	2,774,068	390,683	8,265,600	825,485	88,200	1,007,494	912,006	1,417,786	416,861	8	100
Oct. 31, 1875 (55.3)	32.6	32.6	32.6	48	100	Northwest Union (C. & N. W.)	Ill. & W.	6,329,1821	1,683,540	3,755,000	825,485	62,300	220,454	220,454	220,454	220,454	100	100	
Dec. 31, 1875 (62.6)	42.2	42.2	42.2	19	18	220	Northeast & Southwest Alabama (A. & A.)	Ala.	3,600,000	2,700,000	7,683,000	2,500,000	320,000	1,007,494	912,006	1,417,786	416,861	8	100
Dec. 31, 1875 (200.0)	16.8	16.8	16.8	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (220.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	1,044,206	100	100	
Dec. 31, 1875 (228.0)	16.2	16.2	16.2	10	12	12	(Gold M. & Y. S. 1875 for \$1,20,000.)	2,700,000	2,700,000	61,576	1,044,206	1,044,206	1,044,206	1,044,					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (---) signify "not ascertained."

Land Grant Railroads are printed in italics.

Abstract of General Balance Sheet.

Property and Assets.	Operations.				Earnings.	Value of Shares.
	Dividends.	Net.	Gross.	Freight.		
Passenger.				Tons.	Tons.	
Trains Moved.						
Railroad Operated.						
Surplus Income.						
Accounts.						
Bonds.						
Stocks.						
Accounts and Cash.						
Assets.						
Rolling Stock.						
Railroad.						
Freight.						
B. M. E.						
Pass.						
Engines.						
Railroad in progress.						
2d Track and Sidings.	M.	M.	M.			
Branch Line.	M.	M.	M.			
Main Line.	M.	M.	M.			
Years ending.						
Ballard.						
Rolling Stock.						
Cars.						

Dec. 31, 1875	5,18	22	9	4	257	Virginia and Truckee.....	Nevada,	2,000,000	\$	401,187	311,701	\$
Jan. 31, 1876	53,0	1	4	4	74	Wabash River (Ind.).....	New York,	1,900,232	23,990	69,989	40,174	100
Feb. 31, 1876	49,5	1	4	4	75	Warren (I. L. and W.).....	Mass.	1,101,207	72,058	40,724	51	100
Mar. 31, 1876	6,2	1	1	1	1	Washington and Ohio.....	Mass.	1,800,900	25,449	40,056	7	100
Apr. 30, 1876	61,8	2	2	2	2	Washington and Virginia.....	Mass.	1,602,086	21,087	51,8	94	100
May 30, 1876	526,0	10,0	19,1	27	22	447 Wash. City, Va. & Gt. Southern.....	Va.	9,460,000	754,147	763,600	401,013	100
June 30, 1876	180	1	1	1	1	Washington and Jordan.....	Utah,	730,000	206,758	319,800	40,174	100
July 31, 1876	101,7	66,6	7,8	1	139	Washington, D. C., and Briscoe,....	Utah,	1,616,625	1,927,026	213,000	18,3	100
Aug. 31, 1876	26,3	1	6,0	9	20	Washington, D. C., and Philadelphia.....	Canada,	1,800,000	1,692,040	1,58,140	18,0	100
Sept. 30, 1876	180	1	16,6	38	16	Western Atlantic.....	Alabama,	1,006,603	105,002	2,018,000	163,3	100
Oct. 31, 1876	183,0	1	16,6	38	16	Western Atlantic.....	Ala. and Tenn.	1,613,000	105,002	2,000,000	160,0	100
Nov. 30, 1876	180,0	1	16,6	38	16	Western Maryland.....	Maryland,	4,400,940	*	43,018	39,767	100,000
Dec. 31, 1876	526,0	10,0	19,1	27	22	9 Western North Carolina (N. C. I. & N. C.).....	N. C.	7,125,000	*	6,076,000	6,876,038	90,286
Jan. 31, 1877	180	1	1	1	1	9 Western North Carolina (N. C. I. & N. C.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
Feb. 31, 1877	101,7	66,6	7,8	1	139	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
Mar. 31, 1877	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	2,311,328	1,772,312	33,900	203,192	100
April 30, 1877	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
May 31, 1877	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
June 30, 1877	180,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
July 31, 1877	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Aug. 31, 1877	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
Sept. 30, 1877	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
Oct. 31, 1877	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
Nov. 30, 1877	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
Dec. 31, 1877	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
Jan. 31, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Feb. 31, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
March 31, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
April 30, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
May 31, 1878	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
June 30, 1878	180,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
July 31, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Aug. 31, 1878	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
Sept. 30, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
Oct. 31, 1878	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
Nov. 30, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
Dec. 31, 1878	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
Jan. 31, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Feb. 31, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
March 31, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
April 30, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
May 31, 1879	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
June 30, 1879	180,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
July 31, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Aug. 31, 1879	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
Sept. 30, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
Oct. 31, 1879	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
Nov. 30, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
Dec. 31, 1879	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
Jan. 31, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Feb. 31, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
March 31, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
April 30, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
May 31, 1880	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
June 30, 1880	180,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
July 31, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Aug. 31, 1880	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
Sept. 30, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
Oct. 31, 1880	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
Nov. 30, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
Dec. 31, 1880	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
Jan. 31, 1881	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	7,125,000	*	231,719	275,000	100
Feb. 31, 1881	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	3,977,340	*	6,076,000	17,068,965	100
March 31, 1881	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	734,380	277,339	68,568	166,639	100
April 30, 1881	180	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	9,878,967	660,070	6,983,994	601,351	100
May 31, 1881	183,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	602,311	*	10,471,168	12,011	100
June 30, 1881	180,0	1	6,0	9	20	Western Union (M. and St. P.).....	Pa.	1,235,719	191,712	8,011	121,277	100
July 31, 1881	180	1	6,0	9	20	Western Union (M. and St. P						

New York Stock Exchange.

	Closing Prices for the week ending Oct. 4.					
	Tu. 28	F. 29	Sat. 30	M. 2	Tu. 3	W. 4
Adams Express.	107	108	109	109	109	109
Albany and Susq.	84	84	84	84	84	84
1st mortgage.	109 ¹	109 ¹	109 ¹	109 ¹	109 ¹	109 ¹
2d mortgage.	103	103	103	103	103	103
American Express.	58	58	58	58	58	58
Am. Dock and Imp. 7s.	2	1 ¹	2	2	2	2
Athaus & Pacific pref.	18 ¹	18 ¹	18 ¹	18 ¹	18 ¹	18 ¹
Atlantic & Pacific Tel.	18 ¹	18 ¹	18 ¹	18 ¹	18 ¹	18 ¹
Bost., Hart & Erie 1st.	...	...	...	...	...	...
Burl., C. R. & Minn. 1st.	...	...	...	...	...	...
Central of N. Jersey	26 ¹	26 ¹	26 ¹	26 ¹	26 ¹	26 ¹
1st mortgage, new.	107 ¹	107 ¹	107 ¹	107 ¹	107 ¹	107 ¹
7s, consolidated.	84	80	78	82 ¹	83	83 ¹
7s, convertible.	82 ¹	77	72 ¹	80	82 ¹	83
Central Pacific 5s, gold 110 ¹	110 ¹	109 ¹	109 ¹	109 ¹	109 ¹	109 ¹
1st M. (San Joaquin).	...	...	...	...	...	...
1st M. (Cal. and Or.).	...	94	94	94	94	94
Land grant 6s.	...	...	...	...	...	...
Chicago and Alton	97 ¹	97	97	96 ¹	97	97
Preferred.	108	108	108	108	108	108
1st mortgage.	...	...	...	...	...	...
Sinking Fund.	...	...	...	...	...	...
Income bonds.	...	...	...	...	...	...
Ohio, Burl. & Quincy.	...	...	113 ¹	...	...	...
7s, Consol., 1863.	...	...	...	...	...	...
8s, 1883.	...	...	...	...	...	...
Chic. & Milwaukee 1st. 107 ¹	105	105	105	105	105	105
Chic., Mil. and St. Paul.	28 ¹	28 ¹	28 ¹	28 ¹	28 ¹	28 ¹
Preferred.	58 ¹	59 ¹	58 ¹	59 ¹	59 ¹	59 ¹
1st mortgage, 5s.	...	...	...	...	...	...
2d mortgage, 7 1/2-10s.	...	...	...	...	...	...
7s, gold.	...	...	...	...	...	...
1st M. (La Crosse div.) 103 ¹	102 ¹	102 ¹	102 ¹	102 ¹	102 ¹	102 ¹
1st M. (L and M. div.).	...	...	...	...	...	...
1st M. (L and D. div.).	...	...	...	...	...	...
1st M. (H. & D. div.).	...	...	...	...	...	...
1st M. (C. & M. div.).	...	...	...	...	...	...
Consolidated S. F.	87	86 ¹	87	87	87	87
Chic. & Northwestern.	84 ¹	85 ¹	84 ¹	84 ¹	85 ¹	85 ¹
Preferred.	59 ¹	59 ¹	59 ¹	59 ¹	59 ¹	59 ¹
1st mortgage.	...	...	108	...	...	...
Sinking Fund.	...	...	...	...	...	...
Consolidated 7s.	104 ¹	104 ¹	104 ¹	104 ¹	104 ¹	104 ¹
Consol. Gold bonds.	95 ¹	94 ¹	94 ¹	94 ¹	94 ¹	94 ¹
Do. reg.	94 ¹	94 ¹	94 ¹	94 ¹	94 ¹	94 ¹
Ohio, Rock Isl. & Pac. 103 ¹	103 ¹	100 ¹	98 ¹	99 ¹	99 ¹	99 ¹
7s, 1890.	109 ¹	110	109 ¹	109 ¹	109 ¹	109 ¹
Clev., Col. C. and Ind.	87	85 ¹	85 ¹	85 ¹	85 ¹	85 ¹
1st mortgage.	110	110	110	110	110	110
Clev., & Pittsburg guar.	87	87	86 ¹	86 ¹	86 ¹	86 ¹
7s, Consolidated.	...	...	...	...	...	...
4th mortgage.	...	...	...	...	...	...
Clev., P. and Ash. 7s.	...	...	105 ¹	...	...	...
7s, new.	...	...	...	...	...	...
Col., Chi., Ind. Cent.	3 ¹	3 ¹	3 ¹	3 ¹	3 ¹	3 ¹
1st mortgage.	...	...	...	...	...	...
2d mortgage.	...	...	...	...	...	...
Consol. Coal of Md.	31	31	31	31	31	31
Del. & Hudson Canal.	64	63 ¹	62 ¹	64	63 ¹	63 ¹
Reg. 7s, 1891.	107 ¹	107 ¹	107 ¹	107 ¹	107 ¹	107 ¹
7s, 1884.	108 ¹	108 ¹	108 ¹	108 ¹	108 ¹	108 ¹
Del., Lack. & Western.	72 ¹	69 ¹	68 ¹	68 ¹	71 ¹	71 ¹
2d mortgage 7s.	...	...	...	...	...	...
7s, Convertible.	...	...	...	...	...	...
Det., Mon. & Tol. 1st.	71 ¹	71	70 ¹	70 ¹	70 ¹	70 ¹
Dt. of Columbia 3-65s.	71 ¹	71	70 ¹	70 ¹	70 ¹	70 ¹
Erie Railway.	10	9 ¹	9 ¹	9 ¹	9 ¹	9 ¹
Preferred.	...	...	...	...	...	...
1st mortgage.	...	...	...	...	...	...
2d mortgage.	...	...	...	...	...	...
3d mortgage.	...	...	100	...	...	...
4th mortgage.	...	...	97 ¹ x	...	...	...
5th mortgage.	...	...	...	...	...	...
Great Western 1st mort.	61 ¹	61 ¹	60	60	60	60
2d mortgage.	62	62	62	62	62	62
Preferred.	22	22	22	22	22	22
2s, Convertible.	76 ¹	77	77	77	77	77
Hannibal & St. Joseph.	12 ¹	12 ¹	13	13	13	13
Preferred.	22	22	22	22	22	22
2s, Convertible.	76 ¹	76 ¹	76 ¹	76 ¹	76 ¹	76 ¹
Hudson River 2d mort.	...	...	...	...	...	...
Illinois Central.	84 ¹	83	80 ¹	80 ¹	83 ¹	83 ¹
Kansas Pacific.	...	...	4 ¹	4 ¹	4 ¹	4 ¹
Lake Shore & Mich. So.	58 ¹	53 ¹	58 ¹	54 ¹	54 ¹	54 ¹
Consol. 7s.	...	...	...	...	...	...
Consol. 7s, reg.	...	...	...	...	...	...
2d Consolidated.	100	100	100	100	100	100
Lake Shore Div. bonds.	...	...	...	...	...	...
Leh. & W. B. 7s, Con.	55	55	55	55	55	55
Long Dock bonds.	...	...	...	...	...	...
L'ville & Nash. 7s Cons.	...	...	...	...	...	...
Michigan Central.	40 ¹	41	41 ¹	41 ¹	42 ¹	42 ¹
7s, 1902.	102	102	102	102	102	102
7s, 1882.	116 ¹	116 ¹	116 ¹	116 ¹	116 ¹	116 ¹
M. B. and N. I. 1st. S.F.	...	...	110 ¹	...	...	...
2d mortgage.	104 ¹	104 ¹	104 ¹	104 ¹	104 ¹	104 ¹
Morris and Essex.	96 ¹	89 ¹	89 ¹	89 ¹	91	91
1st mortgage.	...	...	117 ¹	...	...	...
2d mortgage.	107	107	107	107	107	107
7s of 1871.	103	103	103	103	103	103
7s, Convertible.	...	...	...	...	...	...
7s, Consolidated.	...	100	99	99	98 ¹	98 ¹
7s, Sinking fund, 1876.	97 ¹	97 ¹	97 ¹	98 ¹	98 ¹	98 ¹
7s, Sinking fund, 1883.	105	105	104 ¹	104 ¹	104 ¹	104 ¹
7s, Sinking fund, 1887-105.	105	105	104 ¹	104 ¹	104 ¹	104 ¹
1st mortgage.	...	...	118	...	...	...
1st mortgage, reg.	...	...	118	...	...	...
N. Y. Cent. & Hud. Ry.	97 ¹	97 ¹	97 ¹	98 ¹	98 ¹	98 ¹
Preferred.	...	...	...	...	...	...
1st mortgage.	119 ¹	119 ¹	119 ¹	119 ¹	119 ¹	119 ¹
1st mortgage, reg.	119 ¹	119 ¹	119 ¹	119 ¹	119 ¹	119 ¹

New York Stock Exchange.

	Closing Prices for the week ending Oct. 4.					
	Tu. 28	F. 29	Sat. 30	M. 2	Tu. 3	W. 4
New Jersey.	135 ¹	135 ¹	134	135	134	135
N. Y. N. Haven & Hart.	148	148	150	148	149	149
North Missouri 1st M.	98	98	98	98	98	98
Ohio and Mississippi.	114	114	114	104	104	104
Preferred.	...	...	20 ¹	19 ¹	19 ¹	19 ¹
2d mortgage.	65 ¹	64	65x	55	55	55
Consolidated 7s.	92	92	91	90	90	90
1st M. (Springfield D.).	...	...	22	23	23	23
Pacific Mail S. S. Co.	23	22	23	23	23	23
Pacific R. R. of Mo.	3 ¹	3 ¹	4	3 ¹	3 ¹	3 ¹
1st mortgage.	...	...	83	84	84	84
Panama.	128	128	128	128	128	128
Pitts., Ft. W. & Chi. gtd 100	100	100	100	100	100	100
1st mortgage.	...	...	100	100	100	100
Pitts., Ft. W. & Chi. gtd 100.	100	100	100	100	100	100
2d mortgage.	...	...	102x	102x	102x	102x
Quicksilver Mining Co.	...	...	14	14	14	14
Preferred.	...	...	19	19	19	19
St. L. Alton and T. H.	...	...	...	...	...	...
Preferred.	...	...	...	...	...	...
1st mortgage.	...	...	...	...	...	...
2d mort. preferred.	...	...	...	...	...	...
Income bonds.	...	...	...	...	...	...
St. L., Iron Mt. & S'thn.	...	...	...	...	...	...
1st mortgage.	97 ¹	97 ¹	97	98	98	98
2d mortgage.	...	...	...	...	...	...
St. L., Jack. & Chi. 1st.	...	...	...	...	...	...
St. L., Kan. City & N.	...	...	...	...	...	...
Preferred.	...	...	28	28	28	28
Tol., P. & War. 1st E.D.	...	...	90	90	90	90
1st mort., West. Div.	...	...	85	85	85	85
Tol., Wab. & Western.	4 ¹	4 ¹	4 ¹	4 ¹	4 ¹	4 ¹
Preferred.	...	...	...	...	...	...
1st mortgage.	...	...	...	...	...	...
2d mortgage.	...	...	...	...	...	...
...
Illinois Central.	60 ¹	60 ¹	62 ¹	62 ¹	62 ¹	62 ¹
Land Grant 7s.	...	...	...	...	...	...
Lehigh and Hudson River.	88 ¹	88 ¹	89	89	89	89
2d mortgage.	54 ¹	54 ¹	54 ¹	52 ¹	52 ¹	52 ¹
Land Grant 7s.	80 ¹	81 ¹	82	81 ¹	81 ¹	81 ¹
Income 12s.	...					

advance in Central of New Jersey and Delaware, Lackawanna and Western, in which the Delaware and Hudson partly shared, and the close for the coal stocks on that day was 6 or 7 per cent above the lowest figures on Monday.

The Philadelphia Inquirer has an article which, in view of the fact that that paper has more than once foreshadowed the action of the Pennsylvania Railroad Company, may be regarded as significant. In speaking of the duty of managers of great corporations towards their stockholders in times like the present, and referring by name to the Pennsylvania and the Lehigh Valley Companies, the Inquirer says: "Let these two companies boldly face the responsibility of their present position and that of this country, and strengthen themselves financially, by abandoning 8 per cent dividends and coming down to 6 per cent, with which all reasonable stockholders will be well satisfied in such times when there are so many investments which pay nothing whatever. A sufficient cause for satisfaction in the matter will be found in the feeling that there will be a reduced risk of final disaster to the principal itself. Surely no sensible stockholder who intends to hold his investment permanently would desire dividends which involved peril to his principal." This looks very much as if it was intended to prepare the public and the stockholders of these companies for a policy already determined upon.

In railroad bonds little change has taken place, but the monotony of the street has been relieved by a flurry in Ohio and Mississippi seconds, on Monday. It was observed that the payment of coupons was conducted with much deliberation (to discover, it was said, some bonds that had been stolen) and this circumstance excited suspicion, under which large amounts were thrown upon the market, and the price touched 50—there was, however, a quick recovery.

Gold was firm until Wednesday, when it declined to 109½, but closed at 109¾. The cable on Wednesday announced the withdrawal of £180,000 in gold from the Bank of England for shipment to New York. There was an advance of ½c in sterling exchange on Wednesday to \$4 88½ @ \$4 84 for prime 60 day bills. This has been favored by the falling off in exports, owing to the speculative value at which many leading staples were held. The value of exports from New York for the week ending Oct. 8d, was \$5,835,115, against \$5,837,619 for the corresponding period in 1875, and \$6,866,219 in 1874. The total exports of produce from this port since January 1, this year, were \$201,868,014, against \$191,280,800 for the corresponding period in 1875, and \$224,828,723 in 1874.

The Portland and Rochester Railroad Co. failed to meet the semi annual interest due on the 1st inst. on \$350,000 of first mortgage bonds.

Money has been spasmodic, but with a gradual hardening of rates. Domestic Exchange is against New York at nearly all points, and we are losing considerable amounts of currency. As high as 4 per cent on call was paid on Tuesday, but the close on Wednesday was at 3 per cent. The danger of a general European war begins to exert an influence in our financial circles.

Much dissatisfaction is expressed on the other side because of the delay in funding the old

Louisiana State bonds, some \$2,500,000 of which are now in New Orleans awaiting the action of the funding board. It is hoped that the interest upon these bonds which has been accumulating for 2½ years, will soon be paid.

Business continues to Improve. A telegram from Wilkesbarre, Penn., dated October 2d, informs us that the Lehigh and Wilkesbarre Coal Company have resumed work with a full force of 15,000 hands. Iron manufacturers on the Lehigh have made large purchases of coal and are putting their furnaces in full blast. The export demand for breadstuffs has become very active at advancing prices, and many articles of provisions are higher. Cotton has declined, notwithstanding the frost accounts from the South. Increased shipments have led to a material advance in ocean freights.

The first session of the American Mining Board was held in their new office corner of Pine and Nassau streets on the 2d inst. Wm. Ward, president, made an address. The dealings of the board will be confined to mining, petroleum and manufacturing stocks. It has now 235 members, and 200 more will be added. The income of the board the first year will be about \$24,000. The list, comprising fifty mining companies, was called, and a number of sales made. A rule was adopted by the board fixing all the transactions on a currency basis.

The official record of transactions at the Stock Exchange for the month of September, shows a total in shares of 379,087,500; railroad and State bonds 4,036,000; United States bonds, 2,742,800.

On Wednesday Government bonds closed at the following quotations: United States currency sixes, 124½@125; do. 1881, registered, 116½@117; do. coupon, 117½@117½; do. 1865, registered, 109½@110; do. coupon, 112½@118; do. new, registered, 112½@112½; do. coupon, 112½@112½; do. 1867, registered, 115½@115½; do. coupon, 115½@115½; do. 1868, registered, 117½@117½; do. coupon, 117½@117½; do. ten-forties, registered, 114@114½; do. coupon, 114½@115½; do. fives, 1881, registered, 114½@114½; do. coupon, 114½@114½; do. four and one-half, 110½@111½.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Cedar Falls and Minnesota 1st mort., 90; Canada Southern 1st mort., coupon on, 52½; Galena and Chicago 1st mort., 107; East Tenn., Va. and Ga., 1st mort., 93½; Rome, Water-town and Ogdensburg 7s, consol., 83; Chesapeake and Ohio 1st mort., coupon on, 25; Cleveland and Toledo 7s, S. F., 110½; Rensselaer and Saratoga R. R. 105; New Jersey Southern R. R., ¾; Maryland Coal, 9½; Virginia 6s, consol., 2d series, 33; Tennessee 6s, old, 44½; do. 6s, new, 48½; do. new series, 48½; Arkansas 6s, Fund Act, 80; New York State 7s, B. L., reg., 103; Missouri 6s, long bonds, 108½; do. 6s, 1878, 108; Ohio 6s, 1886, 114; Louisiana 7s, consol., 58; North Carolina Fund Act, 1866, 8; do. 6s, new, Jan. and July, 6; Brooklyn 6s, W. L., 104½. The latest quotations are: Pacific Mail, 22½@22½; Western Union Telegraph, 70½@70½; Atlantic and Pacific Tel., 16@17; Quicksilver Mining, 18@15; do. pref., 17@20; Mariposa Land and Mining, 4@5; do. pref., 4½@6; Adams Exp.,

105½@107; American Exp., 58½@59; U. S. Express, 80@81; Wells Fargo Express, 78@82; Chicago and Alton, 96½@97½; Cleveland and Pittsburgh, 85½@86; Chicago and Northwestern, 84½@85; do. pref., 58½@59½; Chicago, Rock Island and Pacific, 99½@99½; Chicago, Milwaukee and St. Paul, 28½@29; do. pref., 58½@59; Cleveland, Columbus Cincinnati and Indianapolis, 85½@87½; Columbus, Chicago and Indiana Central, 8½@8½; Delaware, Lackawanna and Western, 71½@71½; Erie, 9½@9½; Hannibal and St. Joseph, 13@13½; do. pref., 23@24; Lake Shore and Michigan Southern, 54½@54½; Michigan Central, 42½@42½; New York and Harlem, 182½@185; N. Y. Central and Hudson River, 98½@98½; Central of New Jersey, 83½@83½; Ohio and Miss., 10½@10½; Panama, 128@130; Toledo, Wabash and Western, 4½@4½; Union Pacific, 60@62½; do. 1st mort., 106½@106½; do. 7s, land grant, 99½@100½; do. sinking fund 8s, 91½@92; Central Pacific 6s, gold, 109@110.

Philadelphia.—Pennsylvania and New York Canal 7s, 109½; Belvidere Delaware 2d mort., 100½; do. 3d mort., 98; Steubenville and Indiana 1st mort., 85; Philadelphia, Germantown and Norristown R. R., 101; Central Transp., 41. The latest quotations are: City 6s, 105@106; do. free of tax, 110½@110½; Pennsylvania State 6s, 2d series, 104½@106; do. 3d series, 112½@114; Philadelphia and Reading, 25½@25½; do. Gen'l mort. 7s, coup., 105@106; do. reg., 105@106; do. mort. 6s, 1880, 108@108; do. 7s, new conv., 71½@72½; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 134@134½; Camden and Amboy mort. 6s, 1889, 107@108; Pennsylvania R. R., 47½@47½; do. 1st mort., 106½@107; do. general mort. coupon, 106@107; do. reg., 104@106; do. Consol. mort. 6s, reg., 100@—; Little Schuylkill R. R., 37@—; Morris Canal, 53@—; do. pref., 135@—; Susq. Canal, 5@—; do. 7s@72; Schuylkill Nav., 5@—; do. pref., 11½@12; do. 6s, 1882, 70@72; do. 1872, 91@95; Elmira and Williamsport pref., 40@—; do. 7s, 102@—; do. 5s, 65@—; Lehigh Coal and Navigation, 81½@82; do. 6s, 1884, 95@—; do. R. R. Loan, 99½@100; do. Gold Loan, 96@—; North Pennsylvania, 48@50; do. 6s, 106@—; do. 7s, 110@111; do. Gen'l mort. 7s, reg., 107@—; do. chattel 10s, 108@—; Philadelphia and Erie, 14½@14½; do. 6s, 100@101; do. 7s, 95½@96½; Minehill, 50@50½; Catawissa, 9@11; do. pref., 40@42; do. new pref., —@38; do. 7s, 1900, 105@108; Lehigh Valley, 47@47½; do. 6s, new coupon, 106@—; do. reg., 107@—; do. 7s, 110½@111½; do. consol. mort., 95½@96½; Fifth and Sixth streets (horse), 70@—; Second and Third, 80@—; Thirteenth and Fifteenth, 40@41; Spruce and Pine, 80@82; Green and Coates, —@50; Chestnut and Walnut, 80@82; Hestonville, 26½@27; Germantown, 65@70; Union, 95@98; Lombard and South, 19@20; Ridge Avenue, —@60; Seventeenth and Nineteenth, 36@—.

Baltimore.—Union R. R. 1st mort. guar., 96½; Cincinnati and Baltimore 7s, 98½; Maryland Defense 6s, 113½; Baltimore and Ohio 1st pref., 107½; do. 2d pref., 101½; Baltimore City 6s, 1875, 104; do. 1884, 109; do. 1886, 110½; do. 1886, new, 109½; do. 1890, 109½; Cincinnati 7s, 106½. The latest quotations are: Cincinnati and Baltimore 7s, 99@99½; Wilmington and Weldon 7s, 100@—; Wilmington, Columbia and

Augusta, —@40; **Richmond** and **Danville** 1st mort., 72½@74; **Pittsburg** and **Connellsville** 7s, 1898, 108½@104; **Baltimore** and **Ohio**, 152@154; do. 1st pref., 106½@108; do. 2d pref., 101@101½; do. 6s, 1880, 108@—; do. 1885, 104@104½; Northern Central, 25½@26½; do. 6s, 1885, 104@104½; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 101@102; N. W. Va. 3d mort., 1885, 100@—; Marietta and Cincinnati 1st mort., 7s, 1892, 108½@109; do. 2d mort., 7s, 92½@98; do. 3d mort. 8s, 62½@—; Central Ohio, 35@36; do. pref., 35@—; do. 1st mort., 101@101½; Western Maryland 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 105@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., 105@—; do. 2d mort. pref., 108@—; do. 2d mort. guar. by Washington Co., 102@—; Virginia and Tennessee 2d mort. 6s, 72½@77; do. 3d mort. 8s, 70@80; Orange and Alexandria 1st mort. 6s, 82@90; do. 2d mort. 6s, 71@75; do. 3d mort. 8s, —@65; do. 4th mort. —@40; Orange, Alex., and Manassas 7s, 76@78; Baltimore 6s, 1875, 104@104; do. 1884, 109@—; do. 1886, 110@—; do. 1890, 109½@109½; do. 1900, 109@110; do. 1902, 110@—; do. 5s, 98@—; Memphis City 6s, 50@—; Maryland Defense 6s, 1888, 113½@114; do. Hospital 6s, 106½@107; do. 5s, —@—; Virginia consol. 6s, 67½@67½; do. 2d series, 82½@84; Virginia Consol. coupons, 87@87½; West Virginia def. certif., 6½@7; City Passenger R. R., 81@—; George's Creek Coal, 125@180; Atlantic Coal, 1. 85@200; Canton Co., 25@30.

Boston.—Arkansas Valley R. R. 7s, 71; Burlington and Missouri River R. R. 8s, 1883, in Nebraska, 90; Illinois Grand Trunk R. R. 8s, 109½; Vermont Central 1st mort., 11; do. 2d mort., 4½; Rutland pref., 7½; Eastern R. R. scrip, 48½; Atchison, Topeka and Santa Fe new scrip, 51; Boston Land 5; Cook Co., Ills., 7s, 1880, 108½; Toledo 7s, 1878, 102½; Cincinnati 7s, 1888, 106; do. 1892, 109%; do. 7.80s, 1897, 110; Boston 6s, 1880, reg., 107%; Lowell 6s, 1890, 109%; Providence 5s, 1906, gold, 108%; St. Louis 6s, 1886, 108½; Detroit 7s, 1888, 108; Cleveland 6s, 1880, 101½; Chicago 7s, 1894, 106%; Manchester 6s, 1892, 102½; Augusta 6s, 1887, 108; Worcester 6s, 1892, 106½; Dawson, 47½%; Duncan, 14; International, 1½; National, 2; Osceola, 20; Petherick, 60c.; Ridge, 6.

The new Midland Railroad Company, composed of gentlemen interested in the proposed narrow gauge railroad from Boston to Haverhill via Lawrence, has been organized, by the election of a board of directors with James F. Emerson, of Wakefield, Mass., as President, and Geo. O. Carpenter Clerk and Treasurer. It is proposed to build the road only to Reading at present.

Messrs. McCalmont Brothers & Co., London, will pay the sterling coupons due 1st October, and the bonds drawn for payment of the Philadelphia and Reading Railroad Improvement Mortgage bonds at their office on and after that date.

Messrs. J. S. Morgan & Co., London, will pay the coupons due 1st October on the Allegany Valley Railroad Company's bonds (guaranteed by the Pennsylvania Railroad Company), negotiated through them, at their court-house on and after the 2d of October.

Railways in India.

According to the report of Mr. Juland Danvers, Government Director of Indian Railways, there has been spent up to the present time a total guaranteed capital of about 94 millions sterling, at the cost of which a length of 5,694 miles has been opened to traffic, while 506 more are under construction. The direct State outlay has meanwhile amounted to 12 millions, for which 803 miles have been opened, while 2,418 more have been sanctioned. The principal additions to the length of open railway made during 1875 were, in the Punjab, 62 miles of the temporary narrow gauge line from Lahore to Wazirabad, which will eventually be replaced by a permanent one on the broad gauge now being constructed by the side of it; and in Madras, the extension of the south Indian railway for 97 miles from Trichinopoly to Tuticorin; while in Rajputana further portions of the State line from Agra to Nusseerabad, and of Holkar's line from Indore to Khundwa, were completed. A short narrow gauge line of 80 miles from Muttra to Hathras was constructed at the expense of the local revenues; and on the Oude and Rohilkund line the important bridge across the Ganges at Cawnpore, which connects the Oude system with the East Indian railway, was finished.

A dispatch to the N. Y. Sun from Harrisburg, Penn., says the contracts for the pipes through which oil is to flow to the seaboard have been given out. The line will have a capacity equal to one-fourth the present production, or about 30,000 barrels a day. Mr. Henry Harley, president of the Pennsylvania Transportation Company, says that it is proposed to borrow from manufacturers the entire capital for the project, and \$200,000 more, the \$200,000 to be expended in paying the debt that the existing company is unable to pay. The company will require 286 miles of four inch pipe. The work is to be completed by the first of December next.

The Cumberland Valley Railroad Company has declared the usual quarterly dividend of 2½ per cent. At a meeting of the directors, held in Philadelphia on the 27th ult., they refused to hear an argument of the attorney of the Harrisburg and Potomac Railroad pertaining to the connecting of the two roads, as the question had already been determined by them.

The Baltimore City Passenger Railway Company have declared a quarterly dividend of 75 cents per share, payable October 6. There are 40,000 shares of stock, and \$30,000 will be paid to stockholders. On July 1 a dividend of \$1 per share was declared, and a like dividend last January.

The proposition to subscribe \$100,000 to the Washington, Cincinnati and St. Louis railroad will be voted on by the people of Rappahannock county, Va., on the 14th of October. Page county, or a similar proposition, will vote on the 17th of the same month.

A loan of the State of Massachusetts of \$8,000,000, for the building of two lunatic asylums—one at Danvers, the other at Worcester—has been awarded to Kidder, Peabody & Co., at 118.29. The bonds will run 20 years, and bear 5 per cent interest.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

We give particular attention to DIRECT DEALINGS IN GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

We shall be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We also buy and sell GOLD and GOLD COUPONS, COLLECT DIVIDENDS and TOWN, COUNTY and STATE COUPONS, &c., and buy and sell, on COMMISSION, all MARKETABLE STOCKS and BONDS.

In our BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent. per annum, and on balances averaging over \$5,000, at the rate of four per cent.

FISK & HATCH.

Improvement in Railroad Traffic.

There has been a marked increase during the past two months in the amount of freight received and shipped over the lines of the several trunk railways running out of this city. The tonnage carried within the time mentioned is much greater than that transported during the corresponding two months in 1875, and appearances indicate that business will continue to improve during the Fall. At the different freight depots throughout the city the great increase in the traffic is made apparent by the large number of loaded trucks and drays standing in line near the entrances, and the almost activity on the part of the railroad employees is necessary to receive and stow the goods in cars in order to get them off in time to make room for others. The officers of the different roads all express themselves as being highly gratified with the improvement in trade, which they say is an evidence of the beginning of prosperity throughout the whole country.

The Alabama and Chattanooga Railroad was sold at auction on the 4th inst. at Mobile, for \$310,000 to A. P. Balch, representing the holders of the certificates issued by the receivers appointed by Judge Bradley, of the United States Supreme Court.

B. E. Smith, trustee of the Consolidated European and North American Railway, has given up the road to the trustees of the second mortgage bonds—Hannibal Hamlin and W. B. Hayford.

For the month of September, the earnings of the Chicago, Milwaukee and St. Paul Railway show a decrease of \$95,066; but for the nine months ending September 30, an increase of \$254,442.

The Philadelphia, Newtown and New York Railroad was sold at auction on the 4th inst. to Isaac Eye, of Newtown, Pa., acting under a power of attorney for a committee of bondholders, for \$10,000.

There was a decrease in the earnings of the Ohio and Mississippi Railroad in September of \$10,941.07; but an increase for the nine months ending September 30, of \$269,081.96.

Railroads in South Africa.

A line of railway, 120 miles in length, has been opened between Cape Town and Worcester. It is an extension of the Cape Town and Wellington Railway, purchased by the Government some years ago, and part broad and part narrow gauge. It is intended eventually to make the whole line of the latter description. Railway work in other parts of the colony is being vigorously prosecuted; 65 miles of road are nearly complete on the Eastern line from Port Elizabeth; 60 miles on the border line, from East London, will be ready by the end of the year, and a similar distance on the Midland line will shortly be finished. The estimated cost of the new works was about \$80,000 per mile, but this has been exceeded by as much as \$8,500 per mile in some cases, the increase being accounted for chiefly by the deficient supply of labor, enhanced rate of wages, and high cost of provisions.

Statement of the Public Debt of the United States, October 1, 1876.

DEBT BEARING COIN INTEREST.		
	Amount	Accrued Outstanding Interest.
5 per cent. bonds, 1853.....	\$260,000 00	\$250 00
6 per cent. 1861 bonds, 1861.....	18,415,000 00	275,224 25
6 per cent. 1861 bonds, (Oregon,) 1861.....	945,000 00	14,175 00
6 per cent. 1861 bonds, 1861.....	189,321,350 00	2,589,820 25
6 per cent. 1861 bonds, 1863.....	75,000,000 00	1,125,000 00
6 per cent. 10-40 bonds, 1864.....	194,566,900 00	810,922 92
6 per cent. 5-20 bonds, 1865.....	160,558,650 00	3,763,965 00
6 per cent. consols, 1866.....	202,663,100 00	3,039,946 50
6 per cent. consols, 1867.....	310,622,700 00	4,659,341 25
6 per cent. consols, 1868.....	37,478,500 00	562,107 00
6 per cent. funded loan of 1861	617,494,150 00	4,812,451 25
Aggregate of debt bearing coin interest.....	\$1,097,320,100 00	\$21,406,975 42
Interest due and unpaid.....		5,405,460 95

DEBT BEARING INTEREST IN LAWFUL MONEY.

	Amount	Interest
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$105,000 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,965 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1863.....	844,050 00	1,377 51
6 per cent. 5-20 bonds, called June, 1864.....	936,550 00	27,195 91
6 per cent. 5-20 bonds, called 1865.....	127,000 00	2,358 43
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 85	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
8 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
8 per cent. treasury notes, 1861.....	3,100 00	272 00
5-10 per cent. 3 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863.....	59,625 00	2,993 35
5 per cent. 2 year notes, 1863.....	42,550 00	2,576 75
6 per cent. compound interest notes, 1863-64.....	310,000 00	84,223 62
7-10 per cent. 3 years' treasury notes, 1864-65.....	181,800 00	12,643 41
6 per cent. certificates of indebtedness, 1862-65.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 00
3 per cent. certificates called.....	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$2,738,580 26	\$157,086 12

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$66,732 00
Legal tender notes, 1862-63.....	33,494,740 00
Certificates of deposit.....	24,520,000 00
Fractional currency, 1862-3-4.....	59,868,413 00
Coin certificates, 1863.....	29,777,900 00
Unclaimed interest.....	
Aggregate of debt bearing no interest.....	\$462,717,788 12
Interest.....	\$21,704 84

RECAPITULATION.**Amount Outstanding. Interest.**

Debt bearing interest in coin, viz:	
Bonds at 6 per cent.....	\$984,999,550 00
Bonds at 5 per cent.....	712,320,450 00
	\$1,097,320,100 00
Debt bearing interest in lawful money, viz:	
Navy pension fund, 3 per cent.	14,000,000 00
Debt on which interest has ceased since maturity.....	2,738,580 26
	187,086 12
Debt bearing no interest, viz:	
Old Demand and legal-tender notes	\$368,561,472 50
Certificates of deposit.....	34,520,000 00
Fractional currency.....	29,855,415 62
Coin Certificates.....	29,777,900 00
	\$462,717,788 12
Unclaimed interest.....	
	21,704 84
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,205,902,645 75

AMOUNT IN TREASURY.

Coin	\$64,591,124 43
Currency.....	12,524,945 53
Special deposit held for redemption of certificates of deposit as provided by law....	34,520,000 00

INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest.
Central Pacific bonds, 1862-64	25,885,120 00	\$38,216,576 79
Kansas Pacific bonds, 1862-64	6,308,000 00	94,545 00
Union Pacific bonds, 1862-64	27,230,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	24,424 80
Totals.....	\$64,623,512 00	\$99,352 68
Interest paid by United States, \$32,080,218 45; interest repaid by transportation of mails, &c., \$6,950,398 84; balance of interest paid by United States, \$25,126,324 58.		

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1876.

LOT M. MORRILL,
Secretary of the Treasury.

The Asiatic Telegraph Company, chartered by the last Congress, propose to complete the last link in telegraph communication around the world by laying a submarine cable in the Pacific Ocean to communicate with Asiatic and American lines. The company is required to begin to lay the line within three years from August 15 last. The terms of the act, the written acceptance of which has already been filed with the Secretary of State at Washington, exact equal privileges with foreign governments and citizens.

Celso Cesar Moreno, on behalf of himself and fellow corporators, filed at Washington on the 26th ult., in accordance with the law of Congress granting them a franchise for telegraphic communication between America and Asia, a written acceptance of the terms and conditions as imposed by that law in the office of the Secretary of State.

Tests were made at Frederick, Md., last week, of a Silsby fire engine, of Seneca Falls, N. Y., and a La France engine, of Elmira. The "Silsby" was then purchased by the Junior Fire Company of Frederick.

Capt. Celso Cesar Moreno, projector of the Asiatic cable line, has left Washington for the Pacific coast, to commence operations.

Columbus and Toledo Railroad.

The Toledo Journal says that the iron on the Columbus and Toledo Railroad is laid between Carey and Fostoria, and with the exception of a single gap or two, cars could now run from Fostoria to Delaware. The track is completed between Delaware and Columbus. North of Fostoria eight miles of iron are already down, and it is thought the track will reach Braden, six miles south of Pemberville, in a week or ten days. The remaining distance to Toledo is rapidly being made ready for the iron.

The whole line of the Pennsylvania Railroad, between New York and Philadelphia is being ballasted with broken stone. The ballasting has now been completed from East Newark to Hackensack bridge. The stone is screened after it is broken, and laid upon the road bed to the depth of about four inches, and also on either side of the tracks, no dust whatever being created by passing trains. The tracks as far as New Brunswick it is expected will be completed by the 1st of November.

The Jersey City and Albany Railroad, extending from Jersey City to Tappantown, N. Y., has suspended operations and no trains are now running on the road. After the road had been completed to Tappantown it became financially embarrassed and the original intention of building it to Albany could not be carried out. During the past few months the Summer travel was sufficient to pay expenses but since that fell off the receipts were so small that it was deemed advisable to suspend operations.

A new treaty has been concluded between Great Britain and the authorities at Pekin, which opens up four additional ports to Western commerce. One of these ports, it would appear, is within twenty miles of Nankin, on the Yangtze, and also within easy access of the grand canal leading to Pekin. The advantages will accrue to us equally with England, whatever they may be, by virtue of the "favored nation" clause in the treaty negotiated with Minister Reed in 1856.

At a meeting of the directors of the Western Maryland Railroad Company held in Baltimore on the 26th ult., it was stated that new steel rail had been laid for a mile west of Fulton station. The old track is being used for repairs along the road. It is designed eventually to displace the iron with steel rail along the whole route. J. M. Hood is President of the company, and J. S. Harden Secretary.

An official return shows that at the close of June, 1876, France had 12,569 $\frac{3}{4}$ miles of line in operation. New French lines were opened in the twelve months ending June 30, 1876, to the aggregate extent of 453 $\frac{1}{4}$ miles.

Among the recommendation of awards approved by the Centennial Commission, is the Lobdell Car Wheel Company, Wilmington, Del., for chilled cast iron wheels for tramway and for railway cars and locomotives.

The sale of the Wilmington and Reading Railroad, which was to have taken place on the 2d inst., has been postponed until the 1st day of November.

RIDIORAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*...100	18,500,000	J. & J.	July '76 31	Little Miami*...50	5,871,450	quarterly	Sept.'76 2	Vermont and Mass*...100	22,800,000	A. & O.	Oct.'76 21
Atlanta and West Point*100	1,232,200	J. & J.	July '76 8	Little Schuylkill*...50	2,646,100	J. & J.	July '76 24	Warren (N. J.)...100	1,800,000	A. & O.	Apr.'76 30
Atlanta and Gulf*...100	3,623,200	&	—	Long Island...50	3,000,000	M. & S.	May '78 10	Warwick Valley...100	225,000	A. & O.	Apr.'72 24
" " " guar*...100	786,476	M. & N.	Nov. '73 31	Louisv., Cin. and Lex*...50	1,623,483	J. & J.	July '76 24	Westchest. & Phil. pref.100	821,300	J. & J.	July '76 4
Atlanta and St. Law*...100	39,494,900	M. & S.	Sept.'76 8	" pref.100	848,700	J. & J.	Jan. '74 4	West Jersey...100	1,558,750	P. & A.	Feb.'74 10
" " " new 1870*100	1,500,000	&	—	Louisville & Nashville*...100	1,980,600	F. & A.	Feb.'74 14	Winchester & Potomac*100	180,000	J. & J.	July '76 24
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '76 ..	Louisv., N. Alb. & Chi*...100	8,000,000	J. & D.	Dec.'70 3	Winchester & Strasburg*100	500,000	J. & J.	July '76 24
Baltimore and Ohio*...100	13,151,962	M. & N.	May '76 5	Lowell and Lawrence*...100	200,000	A. & O.	Oct.'76 2	Worcester and Nashua*...100	1,789,800	J. & J.	July '76 2
Washington Br*...100	1,650,000	A. & O.	Apr.'76 5	Lykens Valley...100	600,000	F. M. A. N.	Aug.'75 24	HORSE-POWER R. R.			
Berkshire*...100	320,500	quarterly	July '76 12	Macon and Western*...100	2,500,000	J. & J.	July '78 5	Albany City...100	110,300	&	—
Blossburg & Corning*...50	60,000	J. & D.	Dec.'72 24	Maine Central*...100	5,400,500	&	—	Baltimore City*...25	1,000,000	J. A. J. O.	Oct.'76 3
Boston and Albany*...100	20,000,000	M. & N.	May '76 6	Manchester and Law*...100	1,000,000	M. & N.	May '76 5	Bleeker st. & F. Ry. (N.Y.)100	900,000	&	—
Boz, Clin. & Fitchb. pref.100	1,172,600	&	—	Marietta & Cincinnati*...50	1,045,912	J. & J.	Sept.'66 3	Boston and Chelsea*...100	110,000	A. & O.	Oct.'76 4
Agricultural Br. guar*...100	60,000	J. & D.	June '76 3	" 1st pref.50	8,130,719	M. & S.	Feb.'76 3	Broadway (Brooklyn)...100	200,000	J. & J.	Jan. '75 8
Boat, Cone. & Mont. *pref.100	800,000	M. & N.	May '76 3	" 2d pref.50	4,460,388	M. & S.	Sept.'66 3	Brooklyn City*...100	1,500,000	F. M. A. N.	Aug.'76 3
Boat and Lowell*...100	3,200,000	J. & J.	Jan. '75 3	Michigan Central*...100	18,733,204	J. & J.	Jan. '78 4	Brooklyn City & Newt...100	600,000	J. & J.	July '76 10
Boston and Maine*...100	6,921,274	M. & N.	May '76 3	Mill Creek & Minehill*...50	323,375	J. & J.	July '76 5	Brooklyn and Jamaica*...100	488,100	&	—
Boston and Providence*100	4,000,000	M. & N.	May '76 4	M. Hill & Schuyl. Hav*...50	3,866,450	J. & J.	July '76 3	Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 34
Boat, Revere B. & Lynn*100	350,000	quarterly	Sept.'76 2	Morris and Essex*...100	14,008,100	J. & J.	July '76 4	Cambridge*...100	100,000	A. & O.	Oct.'76 4
Buffalo, N. Y. and Erie*100	950,000	F. & A.	June'76 8	Nashua and Lowell*...100	800,000	M. & N.	Nov. '74 4	Cen. Park. N. & E. Riv*...100	1,068,400	A. & O.	Oct.'67 20
Burlington and Mo. Riv*100	154,203	M. & S.	Sept.'75 5	Naugatuck*...100	1,881,900	F. & A.	Aug.'76 6	Citizens' (Phil.)...50	500,000	J. & J.	July '76 10
" " " pref.100	1,485,900	M. & S.	Sept.'75 5	Nesquicohoning Valley*...50	1,000,000	M. & S.	Sept.'76 5	Coney Island & Brook*...100	200,000	M. & N.	Nov. '71 7
Camden and Amboy*...100	100,487,300	quarterly	Oct.'76 24	Newark and N. York*...100	977,400	J. & J.	Jan. '74 3	D. Dock, E. Bd. & Bat*100	1,200,000	F. M. A. N.	Aug.'76 2
Camden and Atlantic*...50	377,400	quarterly	Oct.'76 2	N. Haven & Northamp*...100	605,000	quarterly	Oct.'76 24	Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '76 11
Cape Cod*...60	1,020,390	J. & J.	Jan. '72 24	New Jersey*...100	7,295,200	quarterly	Oct.'76 24	Elizabeth and Newark*...100	200,000	&	—
Orope May and Millville*50	447,000	J. & D.	June'76 8	New London Northern*100	1,418,800	quarterly	Oct.'76 24	42nd St. & G. St. Ferry...100	748,000	M. & N.	May '75 5
Catasauqua & Fogelsv*...50	428,900	November	Nov.'71 6	N. Y. Cen. & Hudson R.*100	89,428,330	quarterly	Oct.'76 24	Frank & Southw. (Ph.)...50	491,750	J. & J.	July '76 3
Cataswissa*...50	5,159,600	&	—	New York and Harlem*100	89,500,000	J. & J.	July '76 4	Germantown (Ph.)...50	1,00,000	J. & J.	July '76 4
" " " 2d pref....50	2,200,000	M. & N.	May '76 4	N. Castle & Beaver Val.*100	1,800,000	J. & J.	July '76 4	Girard College (Ph.)...50	500,000	J. & J.	July '76 4
Cayuga and Susq*...50	589,310	J. & J.	July '76 4	N. Haven & Northamp*...100	605,000	quarterly	Oct.'76 24	Grand St. and Newton*100	170,000	J. & J.	July '71 2
Cedar Rapids & Mo. R.*100	6,360,400	F. M. A. A.	Aug.'76 1	New Jersey*...100	1,000,000	J. & J.	July '76 24	Green & Coates St. (Ph.)...50	500,000	J. & J.	July '76 3
" " " pref.100	769,600	F. & A.	Aug.'76 4	Niag. Bridge & Canand*100	1,000,000	J. & J.	July '76 24	Heston, Mantua & Fairm*100	2,050,000	J. & J.	Jan. '75 14
Central of New Jersey*100	4,668,800	J. & J.	July '76 5	North Carolina*...100	4,000,000	irregular	Jan. '73 8	Hightland*...100	200,000	M. & N.	May '76 10
Central Ohio*...50	2,425,000	J. & D.	June'76 21	N. Eastern (S.C.) pref.100	96,000	M. & N.	May '67 4	Lomb. & South Sta. (Ph.)...25	105,000	A. & O.	Oct.'71 6
Central Pacific*...100	50,000	J. & D.	June'76 2	North Pennsylvania*...50	3,978,100	F. & A.	Aug.'76 3	Lynn and Boston*...100	200,000	&	—
Chemung*...100	54,275,500	A. & Q.	Oct.'75 4	Northern Central*...50	5,842,000	&	—	Malden and Melrose*...100	200,000	J. & J.	—
Cheeshire, preferred*...100	380,000	quarterly	July '76 14	Northern N. Hamp*...100	8,068,400	J. & D.	June'76 24	Metropolitan (Boston)*...50	1,500,000	J. & J.	July '76 4
Chicago and Alton*...100	2,155,300	J. & J.	July '76 2	Northern New Jersey*...100	1,000,000	J. & J.	July '74 4	Middlesex (Boston)*...100	400,000	M. & N.	May '76 3
" " " pref.100	9,649,100	M. & S.	Sept.'76 4	Norwich & Worcester*...100	2,064,400	J. & J.	July '76 2	Ninth Avenue (N.Y.)...100	197,320	&	—
Chicago, B. L. & Pacific*100	26,000,000	A. & O.	Appl. '76 24	Ogdensburg & L. Champl*100	3,077,000	J. & J.	July '76 2	Orange and Newark*...100	282,556	&	—
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct.'76 4	Panama*...100	2,000,000	A. & O.	Oct.'76 4	Philadelphia City*...50	750,000	J. & J.	July '76 6
Cin., Sand. and Clev*...50	2,980,550	&	—	Patterson and Hudson*...100	32,000	J. & J.	July '76 3	Philadelphia and Darby*...20	200,000	J. & J.	July '71 2
Clev., Col. Cin. & Ind*...50	413,150	J. & D.	June'76 2	Patterson and Ramapo*...100	248,000	J. & J.	July '76 3	Phila. and Grey's Ferry*...50	284,775	J. & J.	Jan. '76 18
Cleveland & Mahoning*...50	14,991,275	A. & O.	Dec.'70 7	Penn. & Allegheny R.*100	4,259,450	J. & D.	Mar.'75 3	Pbg. Alleg. & Manchester*100	200,000	M. & N.	Nov. '69 8
Cleveland & Pittsburgh*...50	2,057,589	M. & N.	May '74 34	Old Colony*...100	6,733,800	J. & J.	July '76 3	Second Avenue (N.Y.)...100	888,100	J. A. J. O.	July '76 2
Columbus and Xenia*...50	11,236,150	quarterly	Sept.'76 14	Osgego and Syracuse*...100	482,400	F. & A.	Aug.'76 4	Second & Third St. (Ph.)...100	982,100	J. & J.	Oct. '76 3
Colum. & Hocking Val*100	2,600,000	F. & A.	Aug.'76 4	Pacific of Missouri*...100	3,635,750	quarterly	July '75 13	17th & 19th streets (Ph.)...50	500,000	J. & J.	July '74 2
Concord and Porta*...100	360,000	J. & J.	July '76 34	Panama*...100	7,000,000	quarterly	July '76 3	Sixth Avenue (N.Y.)...100	750,000	M. & N.	Nov. '74 5
Conn. & Passumg Riv*100	2,100,000	F. & A.	Feb.'75 3	Patterson and Newark*...100	250,000	J. & J.	July '76 3	Third Avenue (N.Y.)...100	1,170,000	F. M. A. N.	Feb. '76 24
Connecticut River*...100	2,100,000	J. & J.	July '76 4	Patterson and Ramapo*...100	248,000	J. & J.	July '76 3	18th & 16th street (Ph.)...50	1,000,000	J. & J.	July '76 24
Cumberland & W. Dev*...100	1,294,950	J. A. J. O.	Oct.'76 24	Pemberton & Hightstown*...50	324,150	J. & J.	Jan. '75 3	23rd street (N.Y.)...100	600,000	J. & N.	May '76 3
" " " 1st pref.50	241,900	A. & O.	Oct.'76 24	Pennsylvania*...100	68,144,475	quarterly	Aug.'76 2	South Boston*...100	450,000	quarterly	July '76 2
" " " 2d pref.50	243,000	A. & O.	Oct.'76 24	Peoria & Bureau Val*...100	1,200,000	F. & A.	Sept.'76 4	Union (Boston)*...100	374,800	J. & J.	July '76 8
Danbury and New Eng*...50	600,000	quarterly	Dec.'75 14	Philadelphia and Erie*...50	2,400,000	J. & J.	July '76 4	West Philadelphia*...100	400,000	J. & J.	July '76 10
Delaware*...50	1,230,500	J. & J.	July '76 3	" Special Imp*100	2,000,000	quarterly	July '76 14				
Del. Lackaw. & Westn*100	23,500,000	quarterly	July '76 24	Pittsfield & N. Adams*100	450,000	J. & J.	July '76 3				
Detroit & Milwaukee*...50	822,440	&	—	Pittsfield and Keenebec*100	5,000,000	J. & J.	July '76 3				
" " " pref.50	2,095,000	J. & D.	Dec.'69 7	Portland, Saco & Portant*100	1,500,000	J. & J.	July '76 3				
Hannibal & St. Joseph*100	4,161,700	F. & A.	Aug.'76 24	Raleigh and Gaston*100	1,600,000	J. & J.	July '76 3				
" " " pref.50	5,078,224	Annual	Aug.'77 7	Rensselaer and Saratoga*100	6,000,000	J. & J.	July '76 4				
Hanover Branch, (x.a.)50	116,850	M. & N.	May '75 5	Roch & Genesee Val*...110	555,200	J. & J.	July '75 1				
Harlem Extension*...100	4,000,000	&	—	Salem, Watert. and Ogd*100	2,998,900	J. & J.	July '75 3				
Harrisburg & Lancaster*100	1,182,500	J. & J.	July '76 34	South Branch (N.J.)*...100	438,300	J. & J.	Jan. '72 3				
Housatonic, pref.*...100	1,180,000	quarterly	Oct.'76 2	South Carolina*...100	100	F. & A.	Feb.'72 1				
Huntingdon & Bd Twp*50	880,000	&	—	South Western (Ga.)*100	3,939,900	J. & D.	Dec.'75 34				
" " " pref.50	450,750	J. @ J.	July '76 24	State Island*...100	680,000	J. & J.	July '76 2				
Illinois Central*...100	29,000,000	F. & A.	Aug.'76 24	Stockbridge and Pitts*100	443,700	J. & J.	July '76 2				
Indianapolis, Cin. & Laf*50	7,685,497	M. & S.	Sept.'76 4	Stony Brook*...100	267,300	M. & N.	Nov.'76 2				
Iowa Falls & Sioux City*100	4,625,000	quarterly	Sept.'76 1	Summit Branch*...100	5,125,000	J. & J.	Feb.'76 8				
Jeffersonv., Mad. & Ind*100	2,000,000	quarterly	Sept.'76 1	Sussex (N.J.)*...100	317,850	J. & J.	Jan. '72 24				
Joliet and Chicago*...100	1,500,000	quarterly	Sept.'76 1	Syr., Bingham. & N. Y.*100	2,004,000	J. & D.	Dec.'75 3				
Joliet & North. Indiana*100	300,000	J. & J.	July '76 13	Taunton Branch*...100	800,000	J. & J.	Dec.'75 3				
Joliet & North. Indiana*100	300,000	J. & J.	July '76 13	Terre Haute & Indiana*100	1,988,150	J. & J.	July '76 2				
Lake Shore & Mich. So.*100	49,466,500	F. & A.	Aug.'76 2	Troy Brook*...100	1,988,150	J. & J.	July '76 2				

The Coal Trade.

The coal tonnage for the week ending on the 23d ult., as reported by all the companies, amounted to 450,048 tons, against 568,226 tons in corresponding week last year, a decrease of 118,178 tons. The total amount of anthracite mined for the year is 11,818,101 tons, against 14,036,050 for same period last year, a decrease of 2,220,949 tons. The quantity of bituminous coal sent to market for the week was 69,301 tons, against 91,912 tons for corresponding week last year, a decrease of 22,611 tons. The whole bituminous tonnage from the beginning of the coal year is 2,602,063 tons, against 2,708,966 tons in corresponding time last year, a decrease of 106,903 tons. The total tonnage of all kinds of coal for the week is 519,349 tons, against 660,188 to corresponding date last year, a decrease of 140,789 tons, and the total tonnage for the coal year is 14,415,164 tons, against 16,745,016 tons to same date last year, a decrease of 2,329,852 tons. The quantity of coal and coke carried over the Pennsylvania Railroad during the last week was 98,872 tons, of which 84,054 tons were coal and 14,718 tons coke. The total carried this year is 8,155,068 tons, of which 2,518,558 were coal and 626,572 coke. This total embraces all the coal carried over the road, east and west. The total of coal received from the Lehigh Valley Railroad at Perth Amboy for the week ending on the 23d ultimo was 19,158 tons, the amount shipped thence amounting to 22,167 tons, leaving 78,199 tons on hand.—*Phila. Ledger*, Oct. 2.

Immigration. During the year ending June 30, 1876, the total number of immigrants arrived into the United States was 169,986, of whom 111,786 were males and 58,200 females. Of this number 27,875 were under fifteen years of age, 121,734 fifteen and under forty years, and 20,877 forty years of age and upward. The total number of immigrants arrived in 1875 was 227,498; in 1874, 318,839; in 1873, 459,806; and in 1872, 404,806.

Officers. The officers of the Gold and Stock Telegraph Company, elected on the 29th ult., are: William Orton, President; George Walker, First Vice President; George B. Prescott, Second Vice President; James D. Reid, Secretary; R. H. Rochester, Treasurer; J. B. Van Every, Auditor.

Wool. The wool exported from New Zealand in 1876 reached nearly 54,500,000 pounds weight, of the declared value of £3,398,155.

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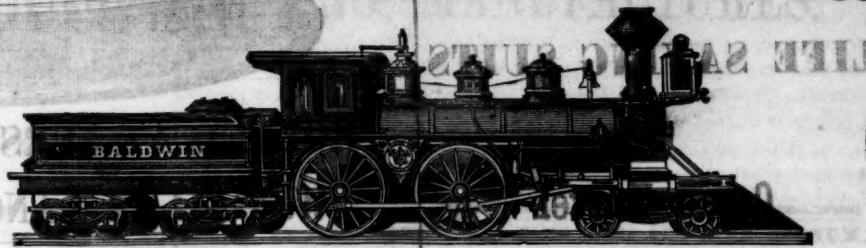
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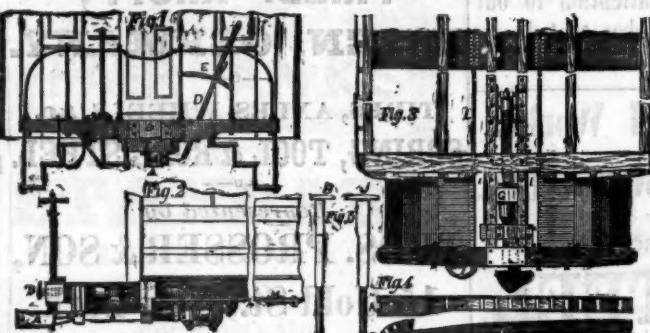
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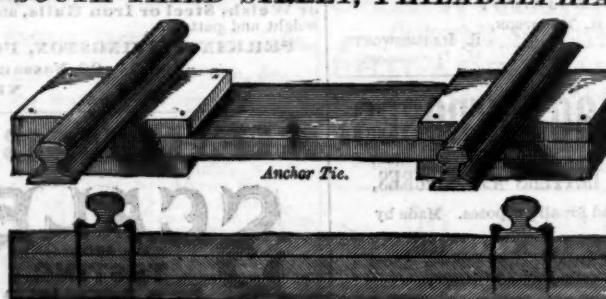


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